

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 41 NUMBER 8

AUGUST 2010

THE PENNSYLVANIA RAILROAD'S WAR MEMORIAL

BY ED MAYOVER



The Angel of Resurrection

The Pennsylvania Railroad built one of the most magnificent edifices in the City of Philadelphia in the early years of the Great Depression: Pennsylvania Station - 30th Street. Those familiar with this structure probably take many of its elements for granted; a common occurrence in today's harried times. For just a moment, I would like to take you back to the early 1950s when the country was returning to normalcy after World War II, but was wary of a place called "Korea" in the Far East.

On August 10, 1952, General of the Army Omar Bradley (1893-1981), chairman of the Joint Chiefs of Staff, delivered the dedication speech for a magnificent Memorial located in the main waiting room of the station. *The Angel of Resurrection*, as it is known, was created in 1950 by renowned sculptor Capt. Walker Kirtland Hancock (1901-1998). The statue was unveiled by Army Sergeant Robert E. Laws, a PRR Altoona Shops sheet metal worker who had won the Congressional Medal of Honor during hand-to-hand combat in the Philippines in 1945.

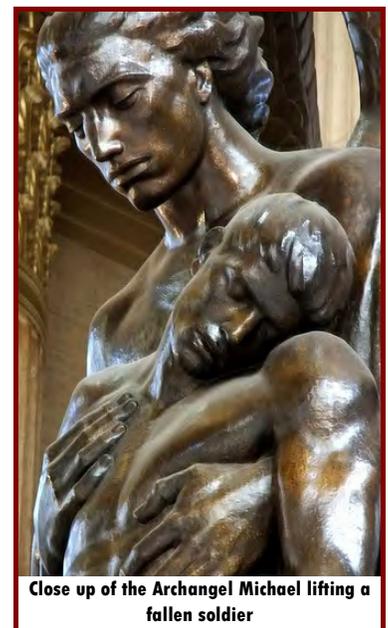
During World War II, 54,035 of the PRR's 150,000 employees left to serve in the armed forces - of these, 1,307 gave their lives for their country. This large bronze statue, depicting the Archangel of Resurrection Michael lifting a fallen soldier's body out of the flames of war, rises on the east side of the main waiting area of 30th Street Station as a Memorial to those employees who perished in military service during World War II. Today, the 36-foot, 7-inch high memorial remains the most distinctive feature of the concourse.

The inscription on the front of the Memorial reads:

IN MEMORY OF
THE MEN AND WOMEN
OF THE
PENNSYLVANIA
RAILROAD
WHO LAID DOWN
THEIR LIVES
FOR OUR COUNTRY
1941-1945

The inscription on the rear of the Memorial reads:

THAT ALL TRAVELERS HERE
MAY REMEMBER THOSE
OF THE
PENNSYLVANIA
RAILROAD
WHO DID NOT RETURN
FROM THE
SECOND WORLD WAR



Close up of the Archangel Michael lifting a fallen soldier



A surreal view of the War Memorial showing flames at the base of the sculpture. Photo by Kevin Burkett

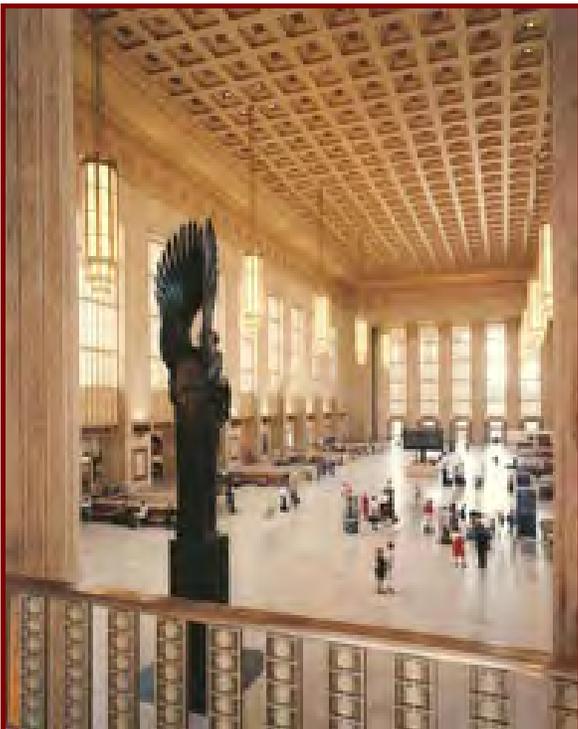
The base of the Memorial is inscribed with the names of all 1,307 Pennsylvania Railroad employees still on the eternal mission.

The next time that you visit Amtrak's 30th Street Station in Philadelphia, spend a few moments at *The Angel of Resurrection* and reflect - perhaps say a prayer and enjoy this magnificent tribute to the fallen.

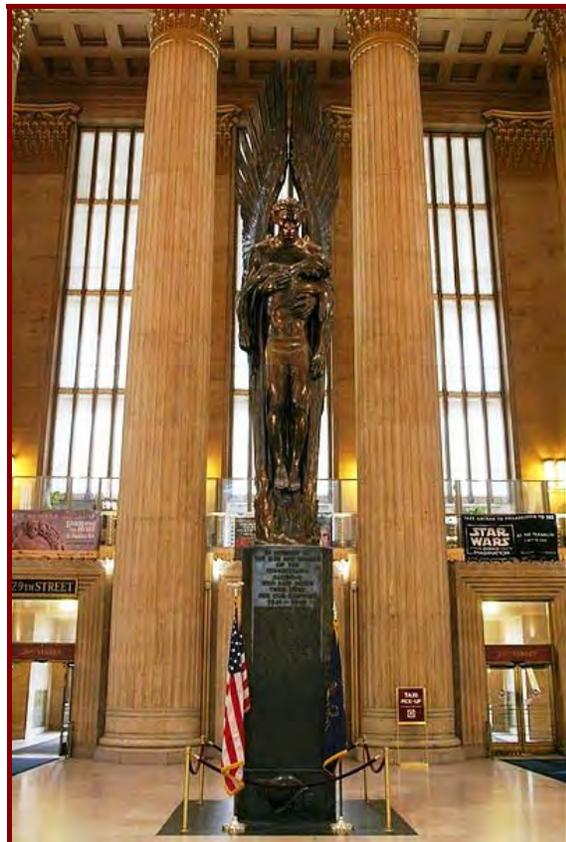
Let us remember the price that was paid for the freedoms that we enjoy today - a price that is still being paid.



The Angel of Resurrection guards the concourse of 30th Street Station in this Christmas view. Photo by Chuck Blardone



View from the rear of the Angel of Resurrection overlooking the concourse of 30th Street Station. Photo by Samantha Lazar



View of the front inscribed with the names of the fallen. Photo by Kevin Burkett



THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



Why Are You a Member of the Lancaster Chapter?

Are you a member because you enjoy the friendship of those who have similar interests? The fantastic trips? Informative meetings and programs? Special events? The Lancaster Dispatcher? The Annual Picnic and Banquet? Or the Christmas Open House?

Do you have friends who might be interested in attending one of our Regular Membership Meetings? If so, please invite them as guests. Perhaps your guest will become a member and enjoy all of the benefits that membership in the Lancaster Chapter offers.

It's only through membership that the Chapter can remain strong and continue to offer the wonderful experiences that we enjoy.

New faces are always welcome....this is your invitation to bring them aboard!



Amtrak Urges FRA To Forge 'Clear National Vision' For Rail System

Amtrak officials urged the Federal Railroad Administration (FRA) to be "bold and unambiguous" in its vision for the future of the national rail system, including Amtrak, as the administration develops a long-range National Rail Plan (NRP).

"Amtrak's existing national intercity passenger-rail system should be recognized in the NRP as the foundation for the development of an expanded network of high-speed and conventional rail services spanning key corridors across the United States, said Amtrak Vice President of Policy and Development Stephen Gardner in a prepared statement.

Amtrak's high-speed services in the Northeast Corridor, short-distance services run in partnership with the states and overnight long-distance services are a "solid base on which to build a truly 21st century national intercity passenger-rail system," said Gardner.

"The NRP should lay out a clear national vision for this network and contain strategies for improving and expanding intercity passenger-rail services where such services can advance key national priorities like congestion relief, transportation safety, energy-efficiency, environmental protection and sustainable development," he added.

The final NRP should address the department's views on Amtrak and its future role in delivering the type of modern intercity passenger-rail service envisioned in the preliminary NRP, Amtrak officials said in written comments submitted to the FRA.

The FRA also should establish clear federal performance goals for each segment of the nation's passenger- and freight-rail system, and should link the goals to national outcomes. In addition, the NRP should set specific targets and milestones for system development and performance that can be used to measure national progress, Amtrak officials believe.

In terms of developing high-speed rail, Amtrak is recommending a target be set to connect all pairs of metropolitan areas with populations of 1 million or more, and separated by less than 600 miles, with "frequent, reliable, high-speed intercity passenger-rail service."

In addition, the NRP must match intercity rail development plans to appropriate markets, Amtrak officials said.

"In order for intercity passenger rail to become a viable travel

alternative to the nation's highway and aviation systems, the NRP must recognize that intercity passenger rail service needs to be both accessible and well-connected to final destinations through local transit options and that developed corridors will need to be connected into a coherent national network," Amtrak officials said.

Amtrak also noted that a dedicated source of "reliable, predictable and multi-year funds" is necessary to support capital grants for both Amtrak and states. *[Progressive Railroading]*

Free Wi-Fi Now Standard On Acela Express

WASHINGTON — Based on a successful three-month trial, Amtrak will make free wi-fi a standard service on *Acela Express* trains operating between Washington, D.C. and Boston. The service has been operating as a trial program since March 1. On-board surveys revealed that about 115,000 passengers per month, about 39 percent of ridership, have logged-on.

Amtrak also announced plans to expand the service to other routes contingent on funding and a request for proposals has been issued to install and maintain a wi-fi network on all trains nationwide. *[TRAINS News Wire]*

Amtrak Heads For Ridership Record in 2010, Chief Says

Amtrak, the U.S. long-distance passenger railroad, is on course to set a record for riders this year, Chief Executive Officer Joseph Boardman said.

The railroad may surpass the 28.7 million passengers carried in 2008, Boardman said, without predicting how many customers will use Amtrak this fiscal year, which ends Sept. 30.

"People are riding the railroad," Boardman said in an interview.

Amtrak carried 13.6 million passengers from October through March, a 4.3 per cent gain from the same months in 2009, the railroad said. In May, boardings rose 10 per cent on Acela high-speed trains linking Boston and Washington, Boardman said. In April, ridership on all Amtrak trains climbed 7.9 per cent and revenue increased 13 per cent, Amtrak has said.

In the first quarter of its fiscal year, the railroad captured a record share of travel on rail or air between New York and Washington and New York and Boston, he said.

The railroad, which gets operating cash from taxpayers, carried 65 per cent of air or rail travelers from New York to Washington and 52 per cent from New York to Boston, Boardman said. The previous market-share record was 63 per cent to Washington and 50 per cent to Boston since Acela began service in 2001, according to Amtrak.

Boardman, 61, became Amtrak's CEO in 2008 after serving as head of the Federal Railroad Administration under Republican President George W. Bush and as New York state's transportation commissioner.

Amtrak has no plans to follow most U.S. airlines and charge passengers for baggage. Security screening in major rail stations will be handled without installing the types of screening machines used at airports, Boardman said. Amtrak is increasing the use of dogs trained to detect explosives and vapors, especially on Northeast Corridor trains, he said.

The railroad plans to trim the travel time on Washington- New York route to 2 hours, 15 minutes within two decades, cutting about 30 minutes from the trip by repairing bridges, tunnels and tracks along the route, he said.

Ridership is climbing as the economy recovers and Amtrak improves

customer service, including refurbishing passenger car interiors, adding free wireless Internet connections for its Acela service and planning to offer the feature on other trains.

Customers in New York City, accustomed to being jostled when boarding trains at aging Penn Station, should have an easier time if the plan to convert the landmark Manhattan post office across the street into Moynihan Station comes to fruition, Boardman said.

"There's a lot of support behind it now," he said of the project named for the late U.S. Senator Daniel Patrick Moynihan, who wanted to expand and redevelop Penn Station, North America's busiest rail station. [Bloomberg News via American Rail Link]

Amtrak Studying Need For Second Hudson Rail Tunnel

Two rail tunnels under the Hudson River - one dug by NJ Transit and another by Amtrak - could be built within 20 years to handle the growing passenger load between New Jersey and Manhattan, transportation officials said, *The Record* reports.

Amtrak is studying the need for another underground railway to complement an existing, century-old Hudson River crossing and an \$8.7 billion tunnel that NJ Transit plans to build by 2017.

The national rail agency's master plan for the Northeast Corridor - the span of track between Washington D.C. and Boston, Mass., notes that riders on the Northeast Corridor are expected to double by 2030 and "new tunnels" could handle the expanded capacity.

The plan says NJ Transit's tunnel is expected to provide only "some" relief to a system critics say needs much more to handle connections from North Jersey and elsewhere. Now, more than 1,000 trains each weekday land at New York's Penn Station from NJ Transit, Amtrak and the Long Island Rail Road.

"We have a planning effort under way to determine needs for the Northeast Corridor in the long-term, including expanding capacity for inter-city and commuter operations, with the potential for a new tunnel," said Cliff Cole, an Amtrak spokesman.

That effort also includes evaluating the need for a new tunnel under the East River and a direct rail link to Kennedy International Airport.

NJ Transit spokesman Paul Wyckoff said Amtrak's plans are "under study," noting that NJ Transit assisted in the research for Amtrak's Northeast Corridor Infrastructure Master Plan.

"We are partners in that study along with all the regional railroads," he said.

Amtrak's proposal, however, won't change NJ Transit's plans to finish the Mass Transit Tunnel, which will double rail capacity between New Jersey and Manhattan. [Railway Track and Structures]

Maine, FRA Reach Accord On Amtrak Expansion

Maine officials reportedly have reached agreement with the Federal Railroad Administration on how to apply \$35 million in federal stimulus funds to extend Amtrak's *Downeaster* service beyond Portland, the state's largest city. Amtrak operates five roundtrips per day between Portland and Boston's North Station. The Downeaster-Portland North Project will extend service north from Portland to Brunswick, with a stop in Freeport, said the FRA.

The \$35 million grant, combined with additional state funds, will allow rehabilitation and upgrading of about 26 miles right-of-way owned by Pan Am Railways. The *Downeaster* project also will improve 36 highway-rail grade crossings, upgrade numerous wayside signals, install signals on the Brunswick branch, and provide other right-of-way improvements, FRA said. [Railway Age Rail Group News]



Amtrak Virginia To Expand Service

Amtrak Virginia announced that starting July 20, it will expand service to include daily round-trip service between Richmond, Va., and Washington, D.C.

Virginia's second state-supported train, the new service is part of a three-year pilot program designed to provide more transportation options for Virginians, Amtrak officials said in a prepared statement. The program also includes new service between Lynchburg and the Northeast Corridor that was launched in October 2009. [Progressive Railroading]

CSX Announces Second Quarter Earnings

JACKSONVILLE, Fla., July 12, 2010



Year-Over-Year Highlights:

- * Revenue up 22 percent driven largely by increased volume
- * Operating income increases 33 percent to \$768 million
- * Operating ratio improves 240 basis points to 71.2 percent

CSX Corporation today announced second quarter earnings from continuing operations of \$414 million, or \$1.07 per share, versus \$282 million, or \$0.71 per share, in the same period last year. This represents a 51 percent year-over-year improvement in earnings per share from continuing operations.

"While the economy remains dynamic, our markets overall continue to improve, and our outlook remains positive," said Michael J. Ward, chairman, president and chief executive officer. "At the same time, CSX has demonstrated that it can be successful in a wide array of economic conditions, and that's what we will continue to do."

Revenue in the second quarter increased 22 percent from the prior year to nearly \$2.7 billion, with volume gains across all major markets. Revenue growth and continued operating leverage drove all-time record financial results, including operating income of \$768 million and an operating ratio of 71.2 percent.

"CSX employees remained focused on creating value for our customers to help them compete in today's economy," Ward said. "As a result, we delivered another strong quarter of financial results for our shareholders while continuing to make high levels of investment in the nation's freight rail system." [CSX Corp.]

CSX Annual Coal Route Maintenance Work Complete

JACKSONVILLE, Fla., July 7, 2010 - Nearly 1,000 CSX Transportation Engineering employees completed the annual coal route maintenance project this week. Track maintenance teams worked their way across the Appalachian coal route which includes Kentucky, West Virginia, Tennessee, New York, North Carolina, and South Carolina. Demand for coal remains strong, and on a typical day as many as 50 trains make their way across this important corridor.

During this intense maintenance operation, workers installed new rail, and more than 133,000 ties. Ties cover nearly 113 miles of main line track, plus several auxiliary tracks. Crews also re-surfaced an additional 150 miles of track, and performed maintenance on the seven tunnels and four bridges along the path - all compressed into the span of 10 days.

This \$20 million project is one example of CSX continuing to significantly invest in its rail network to meet current and future transportation needs of its customers.

"This was a huge undertaking of maintenance work for our employees," said Ricky Johnson, Assistant Chief Engineering of System Production Teams. "Our focus first and foremost was getting this enormous amount of critical work done safely. And in doing so, we ensure that our customers can count on continued safe and efficient rail service."

This planned maintenance work keeps train reliability, safety and

service high. The project is scheduled annually when many coal mines traditionally close for summer break. If the work were scheduled during normal curfew conditions, it could take up to 27 weeks to complete with significant service disruptions. [CSX Corp.]



Plans Call For Steam To Ride The Norfolk Southern Rails Again, Through Display And Excursion Program With TVRM

NORFOLK, VA., and CHATTANOOGA, TENN. -- Norfolk Southern Corporation is in negotiations with the Tennessee Valley Railroad Museum with regard to the operation of a limited schedule of steam locomotive event appearances and passenger excursions beginning later this year.

21st Century Steam” would highlight milestones in rail history and provide an opportunity for audiences to learn about today’s safe and service-oriented freight railroads. The program would feature three venerable coal-powered steam locomotives:



- Southern Railway 4501: Built in 1911 by Baldwin Locomotive Works, 4501 served Southern Railway in freight service in Tennessee, Virginia, Kentucky, and Indiana, before being sold to a short line railroad. No. 4501 was retired from revenue service in 1963 and

enjoyed a second career in the excursion program operated by Southern Railway and Norfolk Southern from 1966 until 1994. This Ms (Mikado superheated) Class locomotive has 63-inch driving wheels.



- Southern Railway 630: Built in 1904 at the Richmond, Va., works of American Locomotive Company, this Consolidation-type locomotive has traveled throughout the Southeast, often in the company of 4501 and sister locomotive 722. An

extensive six-year rehabilitation to Federal Railroad Administration standards is being completed at TVRM’s Soule Shops complex in Chattanooga.



- Tennessee Valley Railroad 610: Built in 1952 by Baldwin-Lima-Hamilton for the U.S. Army, 610 has been the mainstay of TVRM steam operations since 1990. It also appeared on several Norfolk Southern steam excursions from 1990 to 1993. No. 610, also

a Consolidation type, was one of the last steam locomotives built in the U.S.

“This is the right time for steam to ride the Norfolk Southern rails,” said CEO Wick Moorman. “We have a fascinating history, and we have a

compelling message about how today’s railroads support jobs, competition, and the economy. It is a forward-looking message that resonates with people everywhere.”

“21st Century Steam can help introduce historic and modern railroading to a broad new audience of supporters,” said TVRM President Tim Andrews. “We are pleased to be developing this relationship with Norfolk Southern for the purpose of preserving and interpreting the steam age, and of bringing today’s railroad closer to people young and old, in communities large and small.”

The launch of 21st Century Steam would coincide with key dates. 2011 will be 4501’s 100th birthday and TVRM’s 50th. The year 2012 will mark Norfolk Southern’s 30th anniversary.

21st Century Steam’s initial appearances and runs tentatively could take place in the Chattanooga area this fall, with locomotives 610 and 630. No. 4501 could join the program sometime in 2011, after rehabilitation. Exhibit dates, ticketing, and other details will be announced later.

Later this year, Norfolk Southern and TVRM plan to launch a web site in support of the program. Correspondence can be addressed to 21stcenturysteam@nscorp.com. [Norfolk Southern Corp.]

NS to Extend Heartland Corridor to Cincinnati



Norfolk Southern Railway is nearing completion of its Heartland Corridor between Chicago, Columbus, Ohio, and the Port of Norfolk, Va. But the Class I already is pursuing an expansion plan for the double-stack intermodal route. The Ohio Rail Development Commission (ORDC) recently approved NS’ application to proceed with engineering and construction on a Columbus-to-Cincinnati “Heartland Corridor West” extension to accommodate double-stack trains.

The more than \$6 million project calls for increasing clearances at five locations between Columbus and Sharonville (near Cincinnati - Ed.), and adding tracks at the Rickenbacker intermodal facility in Columbus.



The project will be funded by a \$3.6 million American Recovery & Reinvestment Act grant, as well as matching funds from NS and the Ohio-Kentucky-Indiana Regional Council of Governments.

“It’s this kind of public-private investment in our rail network that enhances Ohio’s already strategic position as a distribution and logistics hub for both North America and the world,” said ORDC Executive Director Matt Dietrich in a prepared statement.

The extension to Cincinnati will create new opportunities for shippers, and provide “significant economic and environmental benefits throughout Ohio, northern Kentucky and southern Indiana,” said Mike McClellan, NS’ vice president of automotive and intermodal marketing.

[Progressive Railroading]



NJ Transit Approves FY2011 Budget, OKs Rolling Stock Purchase

On July 14, NJ Transit’s board approved a \$1.79 billion operating budget and \$1.35 billion capital program for fiscal-year 2011, which began July 1. In addition, the board approved the purchase of 100 additional multilevel rail cars and 10 dual-mode locomotives from Bombardier. The orders are part of NJ Transit’s efforts to upgrade its fleet to handle more passengers and improve reliability. The board hopes to eventually roster 300 multilevel cars and more than 50 dual-mode, diesel-electric/electric locomotives capable of running on diesel fuel or electricity received via overhead catenary. The agency’s budget also includes funds to advance a new tunnel beneath the Hudson River and the Hudson-Bergen light rail extension to 8th Street in Bayonne, N.J.

The agency faced a budget gap of approximately \$300 million. To address the deficit, NJ Transit increased fares, reduced services and "increased internal efficiencies," NJ Transit officials said. [*Progressive Railroading and TRAINS News Wire*]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN AUGUST

Aug. 27, 1885 - New line with 3rd track opens at Gap, Pa.; grade reduced from 49 feet per mile to 29 feet per mile; new interlocking towers open at east and west ends of middle track.

Aug. 3, 1903 - Northbound elevated tracks open through downtown Chester, Pa.

Aug. 10, 1908 - Cornerstone of new Penn Station -New York laid at 33rd Street & 7th Avenue without ceremony; a small box of contemporary newspapers and reports is placed in the cornerstone.

Aug. 1911 - Construction of 4 Hulett ore-unloaders begins at West Basin in Cleveland; Huletts have 17-ton buckets; total 4,000 tons per hour; also includes 1,200,000-ton storage yard.

Aug. 10, 1913 - PRR announces rebuilding of Newark Bay Bridge in 12 and a half days; old trestle is cut off at water line and new bridge built on top of piles.

Aug. 1, 1918 - USRA begins issuing monthly commutation ticket books between New York and Philadelphia by both PRR and Reading-CNJ routes.

Aug. 7, 1924 - *Broadway Limited* leaves New York with a radio set with roof antenna in one compartment; radio is to be carried through to San Francisco to test for "dead" areas with no commercial broadcasting.

Aug. 1, 1928 - Union Station in Baltimore renamed Pennsylvania Station.

Aug. 21, 1933 - Pennsylvania-Reading Motor Lines, Inc., incorporated to combine bus operations of Pennsylvania Greyhound Transit and Reading Transportation Company in PRSL territory.

Aug. 9, 1937 - PRR purchases EMC SW1 demonstrator No. 680, its first off-the-shelf diesel locomotive; renumbered No. 3908, Class AA5; assigned to yard serving GM auto plant at Linden, N.J.

Aug. 21, 1941 - Passenger service discontinued between Reading and Wilkes-Barre, Pa.; last passenger service north of Reading.

Aug. 28, 1944 - First Class Q2 4-4-6-4 duplex freight locomotive No. 6131 placed in service on Western Region; simplified Loewy streamlining; is largest non-articulated locomotive in world.

Aug. 1, 1947 - Breakdown of LIRR double-decker MU car train on Far Rockaway run stalls 25 trains in East River Tunnel.

Aug. 10, 1952 - World War II memorial in 30th Street Station dedicated by Gen. Omar Bradley (1893-1981); statue of Archangel Michael lifting a fallen soldier sculpted by Walker Hancock (1901-1998); base inscribed with the names of all 1,307 PRR employees lost in war.

Aug. 21, 1955 - *The Cavalier* makes last run between Philadelphia and Cape Charles, Va.; last sleeping car service on old Delmarva Division.

Aug. 30, 1958 - Last runs of Pittsburgh-Detroit locals No. 64, 65 and 464, leaving *The Red Arrow* as sole train on Detroit line; last run of Pittsburgh & Detroit RPO.

Aug. 1960 - PRR develops transistorized rear marker lamp that flashes automatically once a second.

Aug. 1963 - PRR acquires an 80% interest in Penn Towers, Inc., at Penn Center; Penn Towers, Inc. builds 518-unit high-rise apartment tower over Suburban Station approach on north side of Pennsylvania

Boulevard between 18th & 19th Streets in Philadelphia.

Aug. 10, 1966 - Four granite eagles from Penn Station in New York installed on four corners of Market Street Bridge opposite 30th Street Station in Philadelphia.

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 08-10

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

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

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.

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.

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 bfalasco@cityofharrington.com.

Sunday thru Monday, August 29 - September 6, 2010

Williams Grove Historical Steam Engine Association "Steam Show". Info: www.wghsea.org.

Wednesday thru Saturday, September 1-4, 2010

National Narrow Gauge Convention in St. Louis, Mo. Info: www.30ngconvention.org.

Friday thru Monday, September 3-6, 2010

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

Saturday, September 4, 2010

Reading FP7 Whistle Stop Excursion from East Stroudsburg to Scranton, Pa. by the Reading Company Technical & Historical Society. Info: www.readingrailroad.org or www.nps.gov/stea.

Saturday and Sunday, September 4-5, 2010

Railfest 2010 at Steamtown National Historic Site in Scranton, Pa. Info: www.nps.gov/stea.

Saturday and Sunday, September 11-12, 2010

The Great Lehigh Valley Train Meet at the Merchants Square Mall, 1901 South 12th Street, Allentown, Pa. Info: www.valleygoto.com/train.html.

Thursday thru Saturday, September 16-18, 2010

Penn Central Railroad Historical Society Convention at the Crowne Plaza Hotel in Coraopolis, Pa. Info: www.pccrhs.org.

Saturday and Sunday, October 2-3, 2010

Altoona Railfest 2010 at the Railroaders Memorial Museum. Info: www.railroadcity.com. Note new dates.

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.

Thursday thru Sunday, October 21-24, 2010

Baltimore & Ohio Railroad Historical Society 2010 Convention in Baltimore, Md. Info: www.borhs.org/events/events.html.

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 30th Street Station 10:00 am, returns at 3:00 pm. Fare: \$70.00. Info: 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.

Thursday thru Sunday, November 4-7, 2010

N.R.H.S. Fall Conference hosted by the Lancaster Chapter, Lancaster, Pa. Info: www.nrhl.org.



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WWW.RRMUSEUMPA.ORG

717-687-8628

Thru Friday, December 31, 2010

Trains In Motion Pictures Exhibit

Wednesday thru Saturday, August 11-14, 2010

Railroad Family Days

Friday and Saturday, August 13-14, 2010

Hogwarts Express Parties

Saturday, September 25, 2010

Members Day

Friday thru Sunday, October 8-10, 2010

Model Railroading Days

Sunday, October 10, 2010

Garden Railway Tours



RIDING THE READING...
READING COMPANY EVENTS IN
AUGUST

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

Aug. 14, 1860 - Catawissa Railroad Company incorporated.

Aug. 27, 1923 - Attorney-General Daugherty announces government will not appeal District Court ruling on Reading antitrust case, letting latest segregation plan stand.

Aug. 29, 1935 - Barge *Oley* sold to H. P. Dilkes.

JULY, 2010CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the Christiana Freight Station, Christiana, Pa. on Monday, July 19, 2010. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 46 members and a cute pup named "Nellie" present.

MINUTES: President Tom Shenk asked for a motion to approve the June Membership Meeting Minutes. David Stambaugh approved the motion and Maryln Geesey seconded the motion. The June Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Fred Kurtz reported that membership numbers for this year are 194 regular basic memberships and 112 family memberships. Fred reported there is one new chapter member, Steven Leonard. Mr. Leonard is sponsored by long-time chapter member Mark Hoffman. Fred thanked your Secretary and her husband for volunteering at Hershey Park. Fred reminded members that when you volunteer, you earn money for the chapter and earn vouchers for your family. If interested in working at Hershey Park, please contact Fred for the work schedule.

CHAPLAIN: Chaplain Doris Geesey read a poem to the chapter membership titled "The Magic of a Child." Doris announced that Robert Ziegler has cancer of the kidney. He will be starting chemotherapy. Richard Brenner recently had hip replacement surgery and was in attendance at tonight's membership meeting. Walter Pogue has a torn rotator cuff and is having therapy - he will have to have shoulder surgery at a later date. Evan and Janice Russell's grandson, Kyle, recently had surgery and was also in attendance at tonight's membership meeting. Virginia Irvin has health problems. On behalf of the chapter, Doris sent Richard Brenner and Robert Ziegler planters and cards. If any chapter members would like to send cards to Robert and Walter, Robert's address is 27 West Gramby Street, Manheim, Pa. 17545-2409. Walter's address is 107 Princess Avenue, Lancaster, Pa. 17601. If anyone has information on any 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 June. The report will be accepted for future audit.

BOARD OF DIRECTOR'S REPORT: There was no Board Meeting for the month of July. Therefore, there is no report. President Tom Shenk announced that the Board will meet and have a Board Meeting during intermission at the chapter membership meeting tonight.

TRIPS: Dennis Allen gave an update of the chapter cruise to the Northern European Capitals set for Thursday, August 26 to Wednesday, September 8. Dennis announced that there will be a meeting on Tuesday, July 27 at the Ridgeway Travel Office in Lancaster from 6:00-8:00 p.m. to review the trip documents and answer any questions.

NATIONAL DIRECTOR'S REPORT: Smoke Shaak reported that long-time N.R.H.S. Treasurer Richard Billings announced his retirement. Dick has held that office since 1983, and his 27-year tenure constitutes the longest time any member has served in any national office in the Society's 75-year history. Ralph Bitzer volunteered to take over the N.R.H.S. Treasurer position. Smoke reported that N.R.H.S. welcomed a new chapter, the Seven Railroads Chapter in Palmer, Massachusetts. Smoke reported that the Heritage Grant for the chapter caboos was not selected to receive any grant funds. Next year's 2011 Convention will be held in Tacoma, Washington on June 20-26. Smoke reported that new convention policies are being drafted and will be completed by 2012. The Spring 2011 Conference will be held in April in Illinois. Steve Himpl and David Stambaugh gave highlights of their trips to the Convention at Scranton in June.

FALL BOARD MEETING: Tom Shenk reported that the Chapter

Banquet this year will be held on Saturday, November 6 at the Eden Resort Inn, Lancaster. If chapter members want to participate in any tours for the 75th Anniversary-Fall 2010 Conference, 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 activities of the tours planned: Strasburg Railroad (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; ride the Birney Trolley car (#236). Regional Vice-President John Sweigart will have an evening meeting. Dennis Allen announced that all the activities planned have a direct link to the Lancaster Chapter. Dennis Allen will also have a slide presentation on the history of the Chapter. Bud Rettew will have a talk on the Christiana Riots. Fred Kurtz announced that the speaker for the Chapter Banquet will be Dennis McIlroy. Mr. McIlroy has written a new book about the wreck of "The Red Arrow" and will do a presentation from the book. Tom Shenk announced that the National Board Meeting for Sunday November 7, will start at 8:30 a.m.

ANNOUNCEMENTS: Steve Himpsl gave an update on the caboos. Steve received a contract from Harmony Painters to paint the caboos. There also will be a work session on Saturday, July 31 to work on the caboos. Steve would like to get the roof painted and remove cabinets inside of the caboos. Steve announced that the caboos painting will start the middle of August. Steve is working on getting stencils and aluminum grating for the caboos. The caboos roof was originally painted black, but will be painted gray to reflect the sun's heat. Tom Shenk announced that Kitchen Coordinators, Joan Shearer and Eileen Stoll, have signed up Cindy Kendig and Lorrie Steffy to work in the kitchen for the month of November. If any chapter members would like to help in the kitchen, please see Joan or Eileen for the schedule. Tom Shenk announced upcoming Chapter meeting dates: the Monday, August 16 meeting will be held at Tom Grassel's House in Conestoga. The Chapter Picnic will be Sunday, September 12 at the Christiana Freight Station. There will be a Chapter Board Meeting before the Chapter Membership Meeting at the picnic. The Monday, October 18 meeting will be held at Christiana Freight Station with a speaker from the Hanover Junction Steam Project. 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 Holiday Open House. Sunday, December 19 will be a holiday meeting held at the Christiana Freight Station at 3:00 p.m. There will not be a Chapter meeting on Monday, December 20. Tom Shenk announced that he needs volunteers for the Nominating Committee. If anyone is interested in serving on the Committee, please contact Tom.

John Brown brought flyers for an excursion on September 4, 2010 from East Stroudsburg to Scranton. The ticket prices are \$46.00 for adults. Children 4-17 years \$25.00 and children 3 and under are free. Steve Himpsl announced that the Chapter did not receive funds from the Heritage Grant. Only four N.R.H.S. chapters and six non-chapters received grant money this year. Steve said the Heritage Grant is an excellent program and the chapter should apply again next year. Smoke Shaak announced that in April there was a conference in Strasburg with over 60 leaders from the Railway Heritage field to identify common issues and develop increased cooperation and interaction among organizations in this field. Frank Malloy and Steve Barry were in attendance. National is also trying to create a calendar to avoid scheduling conflicts for upcoming events. Steve Himpsl announced that beginning in Mountville they are removing about one hundred miles of the catenary poles. Also, the yard in Lancaster is being worked on - there will be leader tracks behind the Lancaster post office. Bill Richard commented on how good the *Lancaster Dispatcher* looked this month and it's getting better every month. Daryl Witman reported down

on 441 to Washington Borough they are cutting down trees and removing catenary poles. Richard Brenner thanked the chapter for the planter and card he received from the chapter on his recent surgery. Dennis Allen announced that if chapter members are looking for somewhere to eat before next month's meeting at Tom Grassel's house, "The Wagon Wheel" restaurant is owned by Tom's Grassel's children. Fred Kurtz announced if any chapter member would like to get their *Dispatcher* by e-mail, contact him. The chapter has reduced its mailing list by about 50 chapter members who now receive e-mail versions of the *Dispatcher*. Tom Shenk thanked Eileen Stoll and Joan Shearer for coordinating the kitchen at chapter membership meetings.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:20 p.m. Tom Shenk introduced Paul Kutta, who's program will be a slide presentation on Local Railroads. Next month's Meeting will be held at Tom Grassel's House in Conestoga.

Respectfully Submitted: Donetta M. Eberly - Secretary



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

Lancaster County Maintenance and Removals

Significant railroad maintenance/removal work is being done in Lancaster County. A crew is cutting down the catenary poles between Columbia and Lancaster on the Columbia Secondary. Another project involves cutting down the communication lines and poles from Columbia down the Port Road Branch through at least Washington Borough. A crew has been working south from Royalton on the Royalton Branch cutting down overhanging branches and trees, reaching Three Mile Island by mid-June. In Royalton, a contractor is slowly replacing the road bridge over the Main Line just east of the Amtrak/NS junction. At least one new cat pole has been set [Fred Abendschein via Harrisburg Rail Review]

THANK YOU!

There are many members behind the scenes who work tirelessly within the chapter - and every one is sincerely appreciated and thanked for their contributions. One of the unsung heroes is the Kitchen Committee who, at our July 19th Membership Meeting, offered a selection of snacks and sweets fit for a Railroad Magnate. We sincerely thank Joan and Clair Shearer and Eileen and Lou Stoll for their much appreciated efforts.

THIS MONTH'S BANNER PHOTO

Baltimore & Ohio Railroad No. 1908 leads a train of Budd-built Rail Diesel Cars at East Side Yard, so named for its location on the east side of the Schuylkill River, in Philadelphia, Pennsylvania - April, 1958. John Dziobko photo.



OPERATION LIFESAVER REMINDS YOU...

The overhead wires which feed power to electric trains are extremely dangerous. In fact, you don't have to actually touch them to be seriously burned or worse.



**A-C
MOTOR
STOP**

The Silverliner V

120 New Rail Cars Will Provide a Better Ride for Regional Rail Customers



A New (Better) Look

- Sleek, new exterior design
- Higher strength structural assembly

Superior (Better) Passenger Accomodations

- Comfortable seating
- Larger windows
- Wider aisles
- Brighter lighting
- Enclosed steps (dry and clean)
- State-of-the-Art climate control
- Fully accessible to persons with disabilities
- Two wheelchair positions in each car

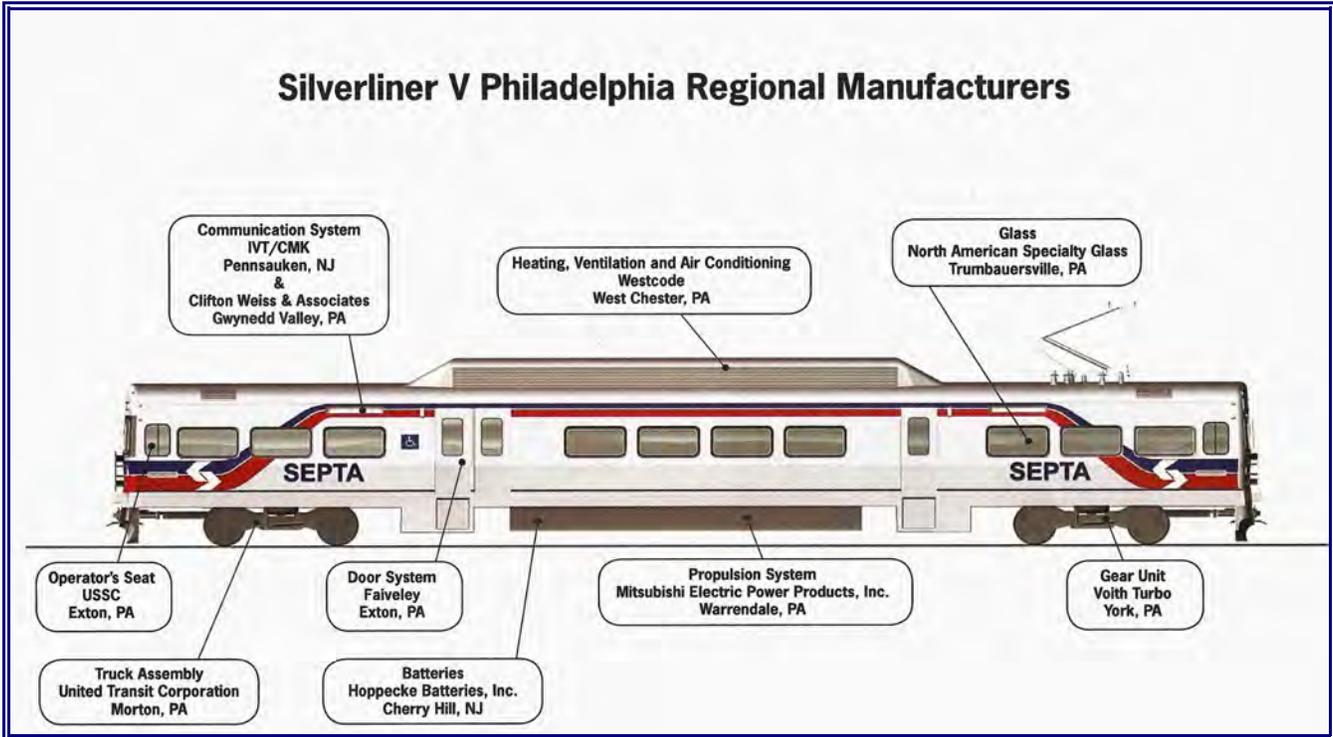
Efficient (Better) Service

- Faster acceleration and braking
- Wider doors
- Middle doors for faster entering and exiting
- Latest available safety systems and technologies

Improved Communications

- Destination signs both inside and outside the train
- Audio/visual station announcements
- Direct service announcements from SEPTA's Control Center

We'll keep you up to speed as this major project rolls along the track.



Handout for the SEPTA Silverliner V displayed at 30th Street Station on May 8, 2010 - National Train Day
 Courtesy of Chapter Member Tom McMaster

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

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 6:00 pm; Membership Meeting starts at 8:00 pm. Please bring your own lawn chair.

SEPTEMBER

SEPTEMBER 12, 2010 - Sunday afternoon - Christiana Freight Station. Doors open at 3:00 pm with Chapter Board Meeting; Annual Picnic starts at 4:00 pm, featuring the Chapter’s famous Chicken Barbeque and drinks. Please bring a place setting and covered dish to share. Picnic is free for chapter members and \$5.00 for guests.

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.

NOVEMBER

NOVEMBER 04-07, 2010 - Thursday through Sunday - Lancaster Chapter is hosting the 75th Anniversary Fall National Conference at the Eden Resort Inn in Lancaster. Please contact Tom Shenk if you can help.

NOVEMBER 06, 2010 - Saturday - Eden Resort Inn. Annual Lancaster Chapter Banquet with guest speaker Dennis P. McIlroy presenting a historical account of the wreck of the Pennsylvania Railroad’s *Red Arrow* in February, 1947. Mr. McIlroy’s latest book, an extension of the wreck of the *Red Arrow*, will be available for purchase and autograph, if desired..

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

DECEMBER

DECEMBER 18, 2010 - Saturday, 3:00 pm - Christiana Freight Station. Holiday Open House. 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.

COMING IN 2011



Larry Eastwood, National Director of the Philadelphia Chapter, N.R.H.S., will present a multi-media presentation entitled *The Budd RDC at 60 - A Look Back*. Many local railroads operated the Budd RDC including the Baltimore & Ohio, Central Railroad of New Jersey, Lehigh Valley, Pennsylvania-Reading Seashore Lines, and Reading Company. See who bought the nearly 400 Budds, how they used them, and where some of them finally ended up. If you’re a fan of the Budd Rail Diesel Car, you won’t want to miss this excellent presentation.

Chaplain Contact Information:

Doris Geesey

Phone - 717-347-7637

Email - rscooter2@comcast.net

Please keep our Chaplain informed of member news

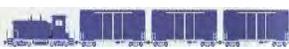


**LANCASTER CHAPTER SUMMER "AWAY" MEMBERSHIP MEETING
MONDAY, AUGUST 16, 2010**

At the home of Tom Grassel
91 Hilltop Drive
Conestoga, Pa. 17516
- Use this address for GPS -

Meeting will be held rain or shine. However, there will be no train rides if it's raining

Guest speaker from the Conestoga Area Historical Society



Train rides will start at 6:00 pm on a mile-long, 12" gauge line running through a field and into a wooded area featuring a tunnel. Two locomotives will be used and each train can accommodate 15 passengers each. Members make a \$2.00 donation per person for the train ride with all proceeds going to the Conestoga Area Historical Society.

The Membership Meeting will start around 8:00 pm. Please bring your own lawn chair. Mosquito repellent is strongly recommended due to the farm environment.

Parking and Directions: There is plenty of parking on the farm. Travel south on New Danville Pike into Conestoga. On the south side of Conestoga, turn left onto River Corner Road, then a left onto Hilltop Drive. At the farm, you can see the railroad cross the driveways and the RR Crossbucks on both sides of the house - use the 3rd entrance, just after the pool fence.



**LANCASTER CHAPTER ANNUAL PICNIC
SUNDAY AFTERNOON, SEPTEMBER 12, 2010
CHRISTIANA FREIGHT STATION**



Doors open and Chapter Board Meeting at 3:00 pm
Picnic starts at 4:00 pm

The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share.

Picnic is free for chapter members and \$5.00 for guests.

Join your friends for a leisure, fun-filled afternoon with great food, drinks, snacks and desserts while watching high-speed trains pass Christiana Station.

LANCASTER CHAPTER BOARD of DIRECTORS

President:	Tom Shenk	717-560-1186
1st Vice President:	Fred Kurtz	717-625-1204
2nd Vice President:	Glenn Kendig	610-593-6313
Secretary:	Donetta Eberly	717-866-5514
Treasurer:	Leora Kennel	610-593-6592
Editor:	Ed Mayover	302-834-3662
Historian:	Evan Russell	610-269-7054
Chaplain:	Doris Geesey	717-347-7637
1st Director:	Cindy Kendig	610-593-6313
2nd Director:	Tom McMaster	717-274-5325
National Director:	Harold Shaak	717-484-4020

MEMBERSHIP MEETING NOTICE

THE SUMMER "AWAY" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE HOME OF TOM GRASSEL, 91 HILLTOP DRIVE, CONESTOGA, PA ON MONDAY, AUGUST 16, 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

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CHRISTIANA, PA 17509-1416