

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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Welcome to Lancaster and the Fall 2010 N.R.H.S. Conference

**NEW YORK
CENTRAL
SYSTEM**

HEADLIGHT

NOVEMBER, 1954

Central Diners Get Set For Thanksgiving Guests

Sharp knife ready to slice into savory turkey signals time for Thanksgiving dinner on New York Central's dining cars. Chef Henry Franklin gets set to separate big drum stick from a bird in the Commodore Vanderbilt kitchen in practice for 10 turkeys he'll carve on the feast day. NYC has ordered 19,000 pounds of the seasonal fowl for the thousands of guests expected for dinner on Thanksgiving Day and the rest of the month.



*The Lancaster Chapter, N.R.H.S. Board of Directors wishes all chapter members and friends
a Very Happy and Safe Thanksgiving holiday*

Test run for two of SEPTA's new Silverliners

Paul Nussbaum - Philadelphia Inquirer Staff Writer



Humming along at 90 miles an hour as it approached Norwood, SEPTA's newest train was quiet and steady. And it still had that new-car smell. On a test run from Market East Station to Marcus Hook, the first of the new Silverliner V cars was bright and spacious, with big windows and fewer of the reviled three-across seat arrangements. Video screens and digital display panels announced each stop in advance, in tandem with a computer-generated female voice. "I love it," said SEPTA General Manager Joseph Casey, taking his first ride on the long-awaited, long-delayed Silverliner cars that are supposed to be put in service next month. "And I think our customers are going to like it, too."

SEPTA's Regional Rail passengers, packed into overcrowded cars during morning and evening rush hours, have been waiting a long time to show the love. SEPTA ordered 120 of the Silverliner V cars, at a cost of \$274 million. The contract for the Silverliner V's was first awarded in 2004, thrown out because of competitors' complaints, and awarded again in 2006.

Production delays have pushed back by nine months the date for the first cars to be put into service. "The important thing is that we get it right," Casey said Tuesday. "The last cars lasted 47 years, and there's a good chance these will have to last a number of decades, too."



The new Silverliners will replace 73 railcars built for SEPTA in the 1960s. With the retirement of the old cars and the addition of the 120 new ones, SEPTA is to have about 400 railcars by mid-2011. The new cars, with state-of-the-art air-conditioning and heating systems and wide mid-car doors to speed boardings, are being built in South Korea with final assembly at a plant on Weccacoe Avenue in South Philadelphia.

The builder of the cars, United Transit Systems, is a consortium of Hyundai-Rotem Co. of South Korea and Sojitz Corp. of America, a U.S. subsidiary of Sojitz Corp. of Japan.

The two cars being tested Tuesday are "pilot" cars that were fully manufactured in South Korea. Wires were still draped on the overhead luggage racks and some seats were covered with plywood platforms Tuesday, as SEPTA crews continued to work on the cars' new communications system. "The communications system has to work, and we need to get our people trained, and we're good to go," Casey said. He said the first cars should be in service

sometime in October, but he declined to be more specific. Training will take about a week for each crew.

Larry Ryan, the engineer on the test train Tuesday, said the train was a pleasure to operate. "I like it. It's a big improvement over what we have now," Ryan said. "It's quiet. It's got fast braking and fast acceleration. And it's more comfortable to operate."

The new trains feature a subway-style cab for the engineer, taking up half of the width of the car, rather than the full-width cabs in the current cars. That was a bone of contention with SEPTA's engineers, who wanted full-width cabs. Luther Diggs, SEPTA assistant general manager, said that SEPTA has decided, after safety evaluations, against changing the cab design. "We couldn't find a reason to change," Diggs said. He said wider cabs would cost SEPTA 158 lost seats.

The new cars will have about 12 fewer seats than their 120-seat predecessors, because of fewer three-across seats, wider doorways, and wheelchair seating areas. The new car interiors are a light gray, with seats that are blue and gray with red piping. Fluorescent ceiling lights brighten the interiors, and there's increased headroom near the ends of the cars.

There are still a few details to attend to. Several seats already have torn upholstery, which Diggs said will be repaired before paying customers sit on them. The instructions on the safety placards are so wordy that even a speed-reader might have trouble figuring out what to do in an emergency. And the exterior color scheme doesn't match the paint job on existing cars. Instead of SEPTA red, the new cars feature a sort of tandoori orange. "We'll fix that," Casey said.

SEPTA officials met with top Hyundai-Rotem executives last week to discuss ongoing production problems that have delayed delivery of the cars, and Casey said the Korean manufacturer is committed to fixing the problems.

Both the Korea and South Philadelphia plants have encountered difficulties. Inexperienced workers, late material shipments, and poor workmanship have caused delays at the South Philadelphia factory. The manufacturer has hired additional workers locally and brought more employees in from its plant in Changwon, South Korea, to try to speed production. At the South Korea plant, where the car shells are built and partially equipped, work has been slowed by the need to repair rust damage on 10 cars.

Each finished car is expected to weigh about 146,600 pounds, instead of 137,000 pounds. The extra weight remains within the design parameters of the cars and should not create problems with operation or maintenance, said David Casper, SEPTA's director of new vehicle procurement.

United Transit, the manufacturer, is liable for penalties of \$200 for each day each car is late, Diggs said.

Photos by Juliette Lynch - Philadelphia Inquirer Staff Photographer



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



Amtrak Sets New Ridership Record

WASHINGTON— Amtrak set a new annual ridership record of 28,716,857 passengers for the fiscal year ending September 30 and collected a record \$1.74 billion in ticket revenue. The strong performance is evidence that the demand for passenger rail service is rising and that more Americans are choosing Amtrak — a greener and more convenient travel mode.

“We thank every passenger for choosing Amtrak to meet their intercity travel needs,” said President and CEO Joseph Boardman. “More and more people see passenger rail as a way to get to where they need to go, and when our front line employees put them first, it helps to bring passengers back for another trip.”

A year-over-year comparison of FY 2010 to FY 2009 shows total Amtrak ridership grew by 5.7 percent, or about 1.55 million passengers, and all Amtrak business lines experienced growth including the Northeast Corridor (up 4.3 percent), long-distance trains (up 6.6 percent), and state-supported and other short-distance routes (up 6.5 percent.) Over the same period, ticket revenue increased 9 percent, or more than \$140 million.

Boardman said Amtrak’s relationship with other customers such as states and commuter agencies are also crucial. “Just as we must earn the loyalty of the customers who ride our trains, we must work to build stronger ties to our state and commuter customers,” he added, noting that Amtrak operates in an increasingly competitive environment.

Factors that contributed to Amtrak’s success in FY 2010 include a moderately improved economic environment allowing some recovery of business travel along the Northeast Corridor, the increased appeal and popularity of rail travel, effective marketing campaigns, the introduction of Wi-Fi on the high-speed Acela Express trains and sustained high gasoline prices.

In addition, continued difficulties with air travel and consumer dissatisfaction with air service are moving passengers from planes to trains particularly along the Northeast Corridor, where Amtrak now enjoys a 65 percent share of the air-rail market between Washington and New York and a 52 percent share of the air-rail market between New York and Boston.

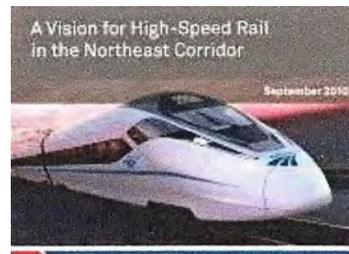
Since FY 2000, Amtrak ridership is up nearly 37 percent. To continue this long-term trend, Amtrak is pursuing several initiatives including partnering with states to expand existing services and establish new routes, buying 130 new single-level long-distance passenger cars to modernize its equipment fleet, and beginning the process to expand capacity along the Northeast Corridor to support growing demand. Amtrak is also promoting its vision for a world class next generation high-speed rail service capable of achieving 220 mph (354 kph).

Furthermore, as required under the Passenger Rail Investment and Improvement Act of 2008, Amtrak recently completed the first of several comprehensive reviews of its long-distance trains exploring every aspect of operations from on-time performance to on-board services to identify opportunities for improvement. The initial group of reports analyzed the Sunset Limited, Texas Eagle, California Zephyr, Cardinal and Capitol Limited. [Amtrak News Release - October 11, 2010]

Amtrak Envisions World Class High-Speed Rail

PHILADELPHIA – A Next-Generation High-Speed Rail service could be successfully developed in the Northeast with trains operating up to 220 mph (354 kph) on a new two-track corridor resulting in a trip time of about three hours between Washington and Boston cutting in half or better the current schedules, according to a concept plan released today by Amtrak. At an average speed of 137 mph (220 kph), a trip between Washington and New York would take just 96 minutes, about one hour faster than today. For the trip between New York and Boston, the average speed would be 148 mph (238 kph) and take just 84 minutes, or a time savings of more than two hours.

“Amtrak is putting forward a bold vision of a realistic and attainable future that can revolutionize transportation, travel patterns and economic development in the Northeast for generations,” said President and CEO Joseph Boardman.



The Amtrak concept plan, *A Vision for High-Speed Rail in the Northeast Corridor (NEC)*, shows a financially viable route could be developed. Upon its full build-out in 2040, high-speed train ridership would approach 18 million passengers with room to accommodate up to 80 million annually as demand increases in

the years and decades that follow. Departures of high-speed trains would expand from an average of one to four per hour in each direction, with additional service in the peak periods, and total daily high-speed rail departures would increase from 42 today to as many as 148 in 2040.

The service would generate an annual operating surplus of approximately \$900 million and its construction would create more than 40,000 full-time jobs annually over a 25-year construction period to build the new track, tunnels, bridges, stations, and other infrastructure.

More than 120,000 permanent jobs in improved economic productivity along the corridor and in rail operations are predicted by 2040.

In addition to significant travel time savings between major cities, tremendous mobility improvements would come with environmental, energy and congestion mitigation benefits. The new transportation capacity obtained with this investment will allow a larger share of the intercity travel market to be via high-speed rail, strengthening sustainable, energy-efficient development in the corridor’s metropolitan areas.

“Amtrak’s plan to modernize the Northeast Corridor and make it a truly high speed rail line is the type of innovative thinking we need to get cars off the road, decrease pollution and put people to work improving America’s infrastructure,” stated Senator Frank Lautenberg (D-N.J.). “I applaud the plan and pledge to work with Amtrak to improve the Northeast Corridor and make a America a leader in high speed rail.”

“Amtrak’s High Speed Rail plan will create jobs, cut pollution and help us move towards a modern and reliable transportation system network in the Northeast,” said Senator John Kerry (D-Mass.). “As countries around the world continue to build out their transportation systems, we cannot afford to fall further behind. This is an important down payment on the massive commitment necessary to bridge our infrastructure gap.”

With an investment of \$4.7 billion annually over 25 years, a major national transportation asset would be built to support the growth and competitive position of the Northeast region. Its population, economic densities and growing intercity travel demand make it one of the premier "mega-regions" of the world, and an ideal market for world-class high-speed passenger rail service.

"The results show the concept of a world-class high-speed rail service would help relieve congestion across all modes of transportation, spur jobs creation and economic productivity, reduce carbon emissions and improve the quality of the environment," said Al Engel, incoming Amtrak Vice President for High-Speed Rail.

The specific high-speed alignment, stations, maintenance yards and other facilities that were analyzed in the report represent only one of a wide range of possible network and service configurations that could be developed. The analyzed concepts reflect the study's underlying goals (i.e., aggressive travel time savings, station locations in downtown areas) and detailed preliminary planning and engineering assessments. These concepts would undergo numerous revisions, refinements and changes under more detailed study, and other concepts with different alignments would likely be further reviewed at that time.

As America's intercity passenger rail service provider and its only high-speed rail operator, Amtrak has a vital, leading and necessary role to play in expanding and operating high-speed rail service. Just as leading countries throughout Europe and Asia are expanding existing high-speed rail networks and developing new systems, Next-Generation High-Speed Rail must be part of a balanced transportation future in major travel corridors across the U.S.

An *NEC Infrastructure Master Plan* issued earlier this year predicted that the capacity gains achieved within the current NEC "footprint" would be maxed out by 2030. The Next-Generation High-Speed Rail system will provide the necessary new capacity to meet growing demand well beyond 2030. By operating the highest-speed trains on the new infrastructure, capacity on the existing NEC would become available for additional commuter and conventional intercity passenger trains as well as for freight operations. A copy of the report is available on Amtrak.com. [*Amtrak News Release - September 28, 2010*]

Amtrak to Spend \$40 Million on Chicago Union Station Upgrades

On October 4th, Amtrak announced it has begun work to upgrade Chicago's Union Station (*See April 2010 Lancaster Dispatcher*) and relieve passenger overcrowding by nearly doubling seating in general passenger lounges, increasing the number of public restrooms and providing air conditioning in the Great Hall. The \$40 million project is expected to be completed by 2012's end.

Amtrak also is advancing a redevelopment plan for the station's Headhouse Building and selected Jones Lang LaSalle to conduct a feasibility study for the project.

"Improvements to Amtrak Chicago Union Station are a top priority," said Amtrak Chairman Thomas Carper in a prepared statement. "Illinois is a national leader for passenger rail, and its commitment to work with other Midwestern states to build a robust service network from Union Station will allow us to bring more travelers to and from downtown Chicago."

Amtrak plans to expand seating in the north and south boarding lounges for coach and business class passengers from the current 450 seats to 950 seats by relocating the area used by sleeping car passengers. Additional restrooms also will be installed on the Concourse Level.

Amtrak also plans to reduce costs by moving its regional offices from leased space south of the station into parts of two lower floors of the Headhouse by 2011's end. [*Progressive Railroading*]



31 Years Ago This Month - End of the Conrail GG1s

On November 21, 1979, with engineer Ed Wade at the throttle, Nos. 4887 and 4859 pulled the last-ever GG1-hauled freight train.



The 113-car Train ENWI-1 left Enola Yard and traveled south along the Port Road to Perryville, Md., then turned north along Amtrak's Northeast Corridor line and tied up early on the morning of November 22nd at Edge Moor Yard, just

north of Wilmington, Del. The last two CR GG1s to run at all made their last trip on November 22, 1979, when the very same 4859 and 4887 deadheaded other dead GG1s to the Wilmington, Del. Shops for storage. [*Rails NE*]



Countdown On For 12th Year of CP Holiday Train and Feeding Our Communities

What has turned into a fun annual holiday event and more importantly, a key food bank fundraiser, the CP Holiday Train is in the final planning stages before heading out across Canada and the United States for the 12th year. The Canadian Pacific Holiday Train hits the rails again in November, visiting over 140 communities across the CP network.

Again this year, you can follow both Holiday Trains on CP's website with daily blog updates, interesting and heart warming stories and photos from the train. People can join the Holiday Train on Facebook and follow the spirit of one of the longest-running cross-country food bank fundraisers on Twitter: @CPHolidaytrain.

Since the program's inception back in 1999, more than 4.8 million in cash and over 2.3 million pounds of food has been collected in Canada and the United States.



In the U.S. Northeast, the Holiday Train will embark on its journey November 26 in Rouses Point, New York finishing November 29 in Plattsburgh, New York where it continues on to Southern Ontario and the U.S. Midwest. Melanie Doane graces the stage of the U.S. Holiday Train.

All times are local and approximate. Please check the arrival time prior to attending the event as this schedule is subject to change and plan to arrive at least 15 minutes early.

New York - Friday, November 26

- ◆ Rouses Point – 11:00 p.m., Rouses Point Station

Pennsylvania - Saturday, November 27

- ◆ Scranton – 6:00 p.m., Steamtown Railroad Museum, Lackawanna Ave.

New York - Saturday, November 27

- ◆ Binghamton – 9:15 p.m., CP East Binghamton Rail Yard, Conklin Ave.

New York - Sunday, November 28

- ◆ Oneonta – 3:15 p.m., Gas Avenue Railroad Crossing
- ◆ Cobleskill – 6:15 p.m., Cobleskill Fire Department, 610 Main Street
- ◆ Delanson – 8:00 p.m., Main Street Railroad Crossing
- ◆ Schenectady – 9:30 p.m., Maxon Road
- ◆ Monday, November 29
- ◆ Saratoga Springs – 12:00 p.m., Amtrak Station
- ◆ Fort Edward – 1:45 p.m., Amtrak Station
- ◆ Whitehall – 3:15 p.m., Amtrak Station
- ◆ Ticonderoga – 5:00 p.m., Pell's Crossing, Amtrak Waiting Area, Route 74 (Fort Ti Road)
- ◆ Port Henry – 6:30 p.m., Amtrak Station, West side stop
- ◆ Plattsburgh – 9:15 p.m., Amtrak Station [CP Rail]



CSXT, PANYNJ Commemorate New Liberty Corridor Freightway

On October 8th, CSX Transportation, the Port Authority of New York and New Jersey (PANYNJ) and state of New Jersey marked the opening of the Liberty Corridor Freightway.

Funded through a public-private partnership between CSXT and the state, the freightway will help expedite cargo traffic moving between inland markets and the Port of New York and New Jersey by increasing train capacity and improving service levels, according to CSXT. The Liberty Corridor Freightway will also ease the burden on the nation's roads. Just one Liberty Corridor Freightway train carries the cargo of 250 trucks and emits one-third the nitrous oxide and particulate matter.

The \$24 million project called for raising the vertical clearances of two tunnels on a Conrail route between the port and CSXT mainline to accommodate the height of industry standard container trains. One tunnel, which dates from the administration of Abraham Lincoln, passes through over 4,000 feet of dense rock directly beneath Jersey City, N.J.

The freightway "paves the way for growth by providing improved access to the port," CSXT officials said in an opening ceremony announcement. The public-private partners held the ceremony at CSXT's North Bergen intermodal terminal. [CSXT and Progressive Railroading]



Six States Submit TIGER II Grant Application For Norfolk Southern's Crescent Corridor

NORFOLK, VA. - Lead state Pennsylvania, joined by Alabama, Virginia, Tennessee, Mississippi, and North Carolina, applied for federal money under the TIGER II (Transportation Investment Generating Economic Recovery) Discretionary Grant program administered by the U.S. Department of Transportation. The application seeks \$109.2 million in support of new and expanded independent intermodal facilities in Harrisburg and Philadelphia, Pa., and Charlotte, N.C., along with track and signal improvements in Alabama, Tennessee, and Virginia.

"On behalf of Norfolk Southern, I commend and thank our partners for their recognition of the value the Crescent Corridor offers their states," said CEO Wick Moorman. "The Crescent Corridor Program is a tremendous economic advantage for the 15 states directly affected and the U.S. as a whole. It will create jobs and generate business growth,

while delivering substantial public benefits for communities and customers. Governors Ed Rendell, Bob Riley, Bob McDonnell, Phil Bredesen, Haley Barbour, and Bev Perdue are national leaders in demonstrating how public-private partnerships can create safe, practical, green improvements to America's transportation infrastructure."

The Crescent Corridor is a program of improvements to infrastructure and other facilities geared toward creating a high capacity 2,500 mile intermodal route spanning from New Jersey to Louisiana that touches 26 percent of the nation's population and 30 percent of the nation's manufacturing output. It provides the shortest intermodal double stack route between the South and the Northeast. When fully operational it will handle more rail freight traffic faster and more reliably, creating or benefitting some 73,000 green jobs by 2030, and producing these estimated annual benefits:

- 1.3 million long-haul trucks diverted from interstates
- \$141 million in accident avoidance savings
- 1.8 million tons in CO2 reduction
- \$565 million in congestion savings
- \$262 million in highway maintenance savings
- 163 million gallons in fuel savings

The Crescent Corridor program of projects is estimated to cost \$2.5 billion for full development. Crescent Corridor projects currently planned for development include new independent intermodal facilities at Birmingham, Ala., Charlotte, N.C., Memphis, Tenn., and Franklin County, Pa.; the expansion of intermodal terminals in Harrisburg and Philadelphia, Pa.; and the addition of freight rail capacity in Virginia and Mississippi. In addition to facility investments, the program includes significant investments in rail route improvements consisting of additional passing tracks, double track projects, improved signaling systems and other track speed enhancements.

According to the six partner states in their TIGER II application, "The Crescent Corridor Program is one of the most attractive projects in the USDOT's infrastructure portfolio due to its modest cost, the speed at which it can be built, the significant annual return on investment, and the widespread support it has at all levels of government and as well from the private sector."

For more information about the Crescent Corridor Intermodal Freight Program of Projects, visit www.TheFutureNeedsUs.com. [NS Corp.]

Progress Rail, Norfolk Southern Announce Order of Four Additional High-Horsepower Locomotives Powered by New Generation of Caterpillar Engines

ALBERTVILLE, Ala. & NORFOLK, Va. - Progress Rail Services Corporation, a wholly-owned subsidiary of Caterpillar Inc., and Norfolk Southern have announced the order of additional EPA Tier 2 compliant, high-horsepower repower locomotives - designated the PR43C.



In 2008, Norfolk Southern and Progress Rail began a cooperative effort to develop the PR43C locomotive. Since then, two PR43C prototype locomotives have been built and placed in service on the Norfolk Southern system.

These locomotives have been closely monitored during a series of developmental and operational testing. With the testing of the first two prototypes coming to a close, Progress Rail is pleased to announce Norfolk Southern has ordered four additional PR43C locomotives, scheduled for delivery later this year.

The PR43C locomotives are unique in the industry. Re-manufactured from reusable locomotive cores, the PR43C locomotives have a dual-engine configuration. The primary engine, a Caterpillar C-175 rated at 3,600 horsepower, and a secondary engine, a Caterpillar C-18 rated at 700 horsepower, work in tandem to power the locomotive. By rebuilding the PR43C from a reusable locomotive core and providing 4,300 total horsepower, the PR43C locomotive serves as an environmentally-friendly solution for the rail industry.

"The PR43C's performance is optimized for the current duty cycle and operational needs of the railroads," said Ken Hofacker, senior vice-president of locomotive development for Progress Rail. "Our concept of large and small diesel engines working intelligently together maximizes fuel savings while minimizing emissions and lowering life-cycle costs."

"Progress Rail is extremely pleased to have had the opportunity to jointly develop this locomotive with Norfolk Southern," said Billy Ainsworth, president and CEO of Progress Rail. "Progress Rail and our parent company, Caterpillar Inc., share Norfolk Southern's passion for environmentally-friendly locomotives. This project is about maximizing fuel efficiency and reducing emissions, while taking a locomotive that was built 20-plus years ago and giving it another 20-plus years of life. Simply put, this is about building a sustainable locomotive."

"The PR43C meets Norfolk Southern's standards for high-quality locomotive performance, while at the same time satisfying our corporate sustainability objectives," said Tim Heilig, Norfolk Southern's chief mechanical officer. "Progress Rail deserves credit for building a fuel-efficient, low-emission locomotive that can handle heavy, long-haul freight demands."

The four new PR43C locomotives will feature upgraded traction systems, control systems, and modernized cabs. *[NS Corp.]*

Rail Company Plans Hub at Former Bethlehem Steel Site

POTTSTOWN — As soon as early next year, the amount of freight rail traffic on the main line that runs through Pottstown is likely to increase. Also likely to increase is the amount of tractor-trailer traffic in the vicinity of the former Bethlehem Steel plant off Industrial Highway and South Keim Street. Both are due to plans now being undertaken by Norfolk Southern Railroad, which owns the rail line and several rail spurs in the former Bethlehem Steel property. The company plans to create a hub for the transfer of bulk goods being brought in by rail.

Rudy Husband, a spokesman for Norfolk Southern's Pennsylvania office in Blue Bell, confirmed the project and said it could be up and running "by early next year."

Two things make that likely. First, there will be little or no construction required as the six tracks that will be used to store the full freight cars already exist as part of the former steel-yard complex. Second, federal law exempts the company from having to go through any local land development or planning process, Husband said. He said the tracks would be used to store rail cars loaded with bulk goods, "both solids and liquids," which would then be transferred to trucks for local companies. Freight in the cars could range from flour for a local bakery to chemicals for local plants, Husband confirmed. The trucks, Husband said "would predominantly be tractor-trailers."

The rail line that would see the increase in traffic would be the "main line" that runs past the former train station, along the north property line of the former Bethlehem site, now known as the Pottstown Industrial Complex, and beneath the Moser Avenue bridge. The more southerly spur that runs closer to the Schuylkill River and was once used to supply Occidental Chemical will not be used as part of this project, Husband said. *[Evan Brandt - The Pottstown, Pa. Mercury]*



New Study Outlines ARC Tunnel Benefits; Project Must Advance for New Jersey to Remain Competitive, Sen. Lautenberg Says

On October 14, Sen. Frank Lautenberg (D-N.J.) and the Regional Plan Association unveiled a study that details the benefits of New Jersey Transit's Access to the Region's Core, or ARC Tunnel, project. The project — which calls for building two new tunnels under the Hudson River, new tracks between Secaucus Junction and New York's Penn Station, and a new rail station beneath 34th Street in Manhattan — would reduce daily travel times by up to 30 minutes for New Jersey commuters, according to the study, a benefit that NJ Transit has been touting since the project's inception.

The report estimates future commute-time savings to and from midtown Manhattan based on NJ Transit's spring 2010 train schedules, trends in NJ Transit operations and the project's Final Environmental Impact Statement.

"Without this tunnel, commutes will become intolerably long," Lautenberg said in a prepared statement. "We are already at near capacity with the current 100-year-old tunnel, and demand for rail service in New Jersey to midtown Manhattan is expected to double over the next two decades."

By reducing commute times, the ARC Tunnel would double the number of households in New Jersey that are within 50 minutes of Manhattan and, in turn, help raise New Jersey home values, according to the study. The tunnel would double the capacity of NJ Transit service to and from Manhattan, providing capacity for another 70,000 New Jerseyans to travel to Manhattan. Once complete, the tunnel would enable NJ Transit to provide a direct, transfer-free ride into Manhattan for riders on eight NJ Transit lines that currently require a transfer to reach New York City.

Earlier this month, New Jersey Gov. Chris Christie announced he was terminating the ARC project after a state review determined it would exceed its budget by several billion dollars. The project's original cost estimate was \$8.8 billion. However, based on calculations by the Federal Transit Administration and NJ Transit, the budget was expected to exceed \$11 billion and perhaps surpass \$14 billion.

"If New Jersey is to remain competitive for jobs in New York in the future, we must build this tunnel," said Lautenberg. "If this project is cancelled, New Jersey's transportation system will become a parking lot — isolated from job opportunities in Manhattan."

Christie since has met with U.S. Transportation Secretary Ray LaHood, who provided several options to salvage the project. NJ Transit officials currently are reviewing those options.

The ARC project is slated to receive \$3 billion in federal funds — the largest-ever federal contribution to a mass transit project, according to Lautenberg. The Port Authority of New York and New Jersey also has committed \$3 billion for the project. If the \$3 billion in federal funding is not used, the dollars can't be redirected to other New Jersey projects and instead will go to other states, Lautenberg said. NJ Transit already has spent \$300 million in federal funds on the tunnel project. If the project is cancelled, the state would have to repay the federal government, Lautenberg added.

"I expect the governor to now work in good faith with the federal government to move this project forward," he said. "Governor Christie needs to put politics aside and work on behalf of New Jersey commuters to get this tunnel back on track." *[Progressive Railroading]*

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN NOVEMBER

Nov. 8, 1880 - Lewisburg & Tyrone Railroad opens between Tyrone and Pennsylvania Furnaces; operated by Tyrone Division.

Nov. 30, 1901 - Pres. Roosevelt and other dignitaries travel in 3-car special train to attend the Army-Navy Game at Franklin Field in Philadelphia; Roosevelt occupies Pres. Cassatt's private car, No. 60; PRR operates 22 additional special cars in two trains to the game from Washington.

Nov. 25, 1906 - Columbia & Port Deposit Branch closed between McCalls Ferry and Pequea to permit construction of McCalls Ferry hydroelectric dam.

Nov. 27, 1911 - PRR announces that in its first year, New York's Penn Station has handled about 10 million passengers; station work force is 750; Bureau of Information handled 377,714 telephone inquiries.

Nov. 22, 1916 - PRR Board approves enlarging Hotel Pennsylvania from 1,000 to 2,000 rooms by adding two 20-story wings at additional cost of \$3.5 million.

Nov. 1921 - PRR adopts \$1.00 combo platters (choice of four) in dining cars as economical alternative to a la carte meals.

Nov. 28, 1926 - Heavy Thanksgiving weekend travel to Atlantic City; New York Limited leaves in five sections with total of 49 Pullmans; regular New York train operates in two sections and one extra train run.

Nov. 1, 1929 - PRR opens new seven-story freight warehouse at 31st & Chestnut Streets in West Philadelphia; replaces old facility at 30th & Market, which is removed to make way for 30th Street Station.

Nov. 29, 1931 - Passenger service discontinued between Columbia and Middletown, Pa.

Nov. 23, 1932 - PRR and Reading sign agreement consolidating South Jersey lines.

Nov. 12, 1936 - PRR Board orders sale of all stock holdings in Transcontinental & Western Air, Inc., and Transcontinental Air Transport, Inc., severing all ties with the airline business.

Nov. 1941 - Union News Company assumes operation of station restaurants at Philadelphia, Baltimore and Pittsburgh from The Savarins, Inc.

Nov. 1, 1943 - Navy lifts coastal blackout restrictions; PRR orders Cape Charles tugs and barges repainted from battleship gray to Tuscan Red.

Nov. 1946 - PRR develops preliminary plans with Alco for Class Q3 4-4-6-6 duplex steam locomotive with welded boiler.

Nov. 8, 1951 - PRR announces \$9 million upgrading of Morrisville Yard, inactive since 1946, in connection with new Fairless Works of U.S. Steel Corp.; to be completed in 1953; assumes most functions of Coalport and Barracks Yards in Trenton and East Trenton enginehouse to avoid N.J. real estate taxes; to be from east to west: 45-track classification yard (2,000 cars), 17-track receiving yard (1,200 cars) and 13-track storage yard.

Nov. 21, 1956 - ICC approves PRR request to remove cab signals between Parkton and Glencoe on Northern Central.

Nov. 2, 1959 - PRR suspends freight car building at Altoona for one month because of shortage of steel.

Nov. 17, 1961 - Jersey City Terminal abandoned after 127 years and PRR passenger trains make last runs between Jersey City and Newark; last service was seven eastbound and six westbound trains; last departure is 5:05, The Broker, to Bay Head Jct.; PRR tracks continue to

be used by Hudson & Manhattan between Journal Square and Harrison.

Nov. 6, 1963 - Chairman Saunders in first press conference at Hilton Hotel in New York discusses projected improvements; says PRR will "improve our public relations and show a far greater interest in the demands of our shippers and patrons ... We are going to provide more courteous service and be more sales-minded."

Nov. 3, 1966 - PRR agrees with Commonwealth of Pennsylvania and SEPTA for high-speed MU cars equal to *Metroliners* for Philadelphia-Harrisburg service.

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



TIMETABLE 11-10

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

Through Saturday, 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

Thursday thru Sunday, November 4-7, 2010

N.R.H.S. Fall Conference hosted by the Lancaster Chapter at the Best Western Eden Resort Inn., Lancaster, Pa. Info: www.nrhs1.org.

Saturday, November 6, 2010

Second Annual Sentimental Journey Slide Show at the Jenkins Township Hose Company, 2 Second St., Pittston, Pa. by the Lackawanna & Wyoming Valley Chapter, NRHS. Info: Ed Philbin at 570-954-7981 or edlvrr@gmail.com.

Sunday, November 7, 2010

DAYLIGHT SAVING TIME ENDS AT 2:00 AM - Turn your clocks **BACK** one hour.

Sunday, November 7, 2010

Annual Winter Train Meet at the Ramada Inn, 76 Industrial Hwy., Essington, Pa. 8 am -1 pm. Adm. \$5. Info: Larry at 302-764-1627.

Sunday, November 7, 2010

Gaithersburg Model Train Show & Railroadiana Show at the Montgomery County Fairgrounds in Gaithersburg, Md. Info: www.GSERR.com.

Saturday and Sunday, November 13-14, 2010

First Frost Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 North 17th St., Allentown, Pa. Info: www.allentowntrainmeet.com.

Friday thru Sunday, November 19-21, 2010

Day Out With Thomas on the Strasburg Rail Road. Info: www.strasburgrailroad.com.

Saturday, November 20 & 27, 2010

The Santa Express! on the Cape May Seashore Lines. Info: www.capemayseashorelines.org.

Sunday, November 21, 2010

When Nazi Prisoners Passed Through Paoli presentation by Roger Thorne. Sponsored by the Tredyffrin Easttown Historical Society at the Easttown Library and Information Center, 720 First Ave., Berwyn, Pa. Starts at 2:00 pm. Info: www.tredyffrineasttownhistory.org.

Friday, November 26, Saturday & Sunday, Nov. 27 - Dec. 19, 2010

Santa's Express on the West Chester Railroad. Info: www.westchesterRR.com.

Friday, November 26, 2010 thru Sunday, January 2, 2011

Holiday Festival of Trains in Baltimore at the B&O Railroad Museum. Celebrate the holiday season at Baltimore's largest holiday display of toy and model train layouts. Info: www.borail.org/special-events.shtml.

Friday, November 26, 2010 thru Sunday, January 9, 2011

A Brandywine Christmas at the Brandywine River Museum in Chadds Ford, Pa. The museum celebrates the season with fabulous holiday displays including an extensive O-gauge model railroad, an elaborate Victorian dollhouse and thousands of whimsical "critter" ornaments on holiday trees. Info: www.brandywinemuseum.org.

Saturday and Sunday, November 27-28, 2010

Schuylkill Valley Model Railroad Open House at 400 S. Main St., Phoenixville, Pa. from 1:00 pm to 5:00 pm. Free admission. Info: www.svmrrc.com.

Saturday and Sunday, November 27-28, 2010

Greenberg's Train & Toy Show at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ. Info: www.greenbergshows.com.

Wednesday thru Sunday, December 1-5, 2010

The Pennsylvania Christmas and Gift Show at the Pennsylvania Farm Show Complex, 2301 North Cameron St., Harrisburg. A highlight is the Reading Company Technical & Historical Society's 120-ft. HO Scale "modular" model railroad layout that depicts various scenes along the Reading in miniature. Info: www.pachristmasshow.com.

Thursday through Sunday, December 2-5, 2010

North Pole Express on the New Hope & Ivyland Railroad. Info: www.newhoperailroad.com.

Saturday and Sunday, December 4-5, 2010

Schuylkill Valley Model Railroad Open House at 400 S. Main St., Phoenixville, Pa. from 1:00 pm to 5:00 pm. Free admission. Info: www.svmrrc.com.

Saturday and Sunday, December 4-5, 2010

Greenberg's Train & Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, Md. Info: www.greenbergshows.com.

Saturday and Sunday, December 4-5, 11-12, 18-19, 2010

Santa's Paradise Express on the Strasburg Rail Road. Info: www.strasburgrailroad.com.

Every Day, December 9 through December 23, 2010

North Pole Express on the New Hope & Ivyland Railroad. Info: www.newhoperailroad.com.

Saturday and Sunday, December 11-12, 2010

Greenberg's Train & Toy Show at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, Pa. Info: www.greenbergshows.com.

Saturday and Sunday, January 8-9, 2011

Greenberg's Train & Toy Show at the York Expo Center, 334 Carlisle Avenue, York, Pa. Info: www.greenbergshows.com.

Saturday and Sunday, January 8-9, 15-16, 22-23, 2011

Schuylkill Valley Model Railroad Open House at 400 S. Main St., Phoenixville, Pa. from 1:00 pm to 5:00 pm. Free admission. Info: www.svmrrc.com.





ROUTE 741
EAST, STRASBURG, PA
WWW.RRMUSEUMPA.ORG
717-687-8628

Thru Friday, December 31, 2010

Trains In Motion Pictures Exhibit

Saturday and Sunday, November 6-7, 2010

Trains & Troops

Saturday, November 6, 2010

Taking The Swing Train 1940s Dance

Saturday, December 4 and 11, 2010

Home For The Holidays

Saturday, December 4 and 11, 2010

Polar Express Parties



RIDING THE READING...
READING COMPANY EVENTS
IN NOVEMBER

Nov. 1879 - Reading leases and reopens old DL&W coal docks at Elizabethport, N.J., reached via the CNJ.

Nov. 11, 1928 - Reading announces it will electrify its Philadelphia suburban lines to Lansdale, Langhorne and Chestnut Hill.

Nov. 30, 1935 - Locomotive No.1606 explodes near Shamokin, Pa.

Nov. 14, 1948 - Reading inaugurates *The Schuylkill* making two round trips between Philadelphia and Pottsville; streamstyled heavyweight cars rebuilt at Reading Shops.

Nov. 19, 1960 - Iron Horse Ramble runs from Belle Mead to Tamaqua and return.

OCTOBER, 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, October 18, 2010. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 45 members and 3 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the September membership meeting minutes. Steve Himpls approved the motion and Bill Richard seconded the motion. The September membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Fred Kurtz announced that as of the end of last year we had 194 regular memberships and 111 family memberships. Fred announced that as of today he has 47 regular memberships and 26 family membership renewals. Fred announced that there were 10 donations made to the chapter in the amount of \$424.00 and one donation to National for \$40.00. Fred announced that he has a prior family commitment in Arkansas and can't attend the Banquet in November. Glenn Kendig will present the membership awards at the Banquet. Fred also announced there are four 25-year members and one 50-year member to be honored at the Banquet.

CHAPLAIN: Chaplain Doris Geesey read a poem to the chapter

membership entitled "Wonder." On behalf of the chapter, Doris sent planters and cards to Josephine Heilinger (fell and broke her hip); Clair Shearer (surgery and kidney stones); and David Woerner, who's mother passed away. Doris also reported that Arthur Lubitz had a lesion removed from his brain. His wife, Mary Ellen, told Doris the surgery went well and Arthur is recovering. Doris is still trying to find information on Richard Sweigart. If any chapter member knows how to contact the Sweigart's, please let our Chaplain know. Doris received "thank you" cards from Josephine Heilinger and Clair Shearer on their recent surgeries. Chapter members George and Kathy Crouse will soon become grandparents. Their daughter, Lynn, is expecting triplets. Lynn is the niece of Ron and Deb Irwin and Dennis and Sue Allen. If anyone has any information on our chapter members (illnesses, birthdays, anniversaries) pass it along to our Chaplain.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for the month of September.

FALL CONFERENCE: Tom Shenk announced, for our guests, that the Lancaster Railroad Society and the York Chapter joined together to form the Lancaster Chapter 75 years ago this year and that is the theme of the Fall Conference. Tom reminded everyone that Election Day is November 2 and to get out and vote. Tom announced that for the NRHS 75th Fall Conference, everyone is welcome to attend Steve Barry's presentation on Thursday, November 4 and Dennis Allen's slide presentation on Friday, November 5. Regional Vice President John Sweigart will host a meeting on Friday, November 5. The Chapter Banquet this year will be held on Saturday, November 6 at the Eden Resort Inn in Lancaster. Tom announced that tickets are still available for the banquet at \$35.00 per person. There will be about one hundred different door prizes to be given away at the Banquet. The Banquet guest speaker will be Dennis McInay. Mr. McInay will be discussing his latest book "The Wreck of the Red Arrow-An American Train Tragedy." Tom Shenk went over some of the activities planned for the Fall Conference. Friday's tours include: Strasburg Railroad, Wilmington & Western Railroad and lunch at the Christiana Freight Station. Tom reported that Friday's tours are sold out. Saturday's tours include: visiting the Manheim Historical Society and the Ma and Pa Railroad and Muddy Creek Forks. Tom Shenk announced that the (National) Board Meeting for Sunday, November 7 will start at 8:30 a.m.

NOMINATING COMMITTEE: Nominating Committee Chairman David Stambaugh announced that the following offices and officers for the 2010-2011 year: President-Tom Shenk; First Vice President -Fred Kurtz; Second Vice President-Glenn Kendig; Secretary-Donetta Eberly; Treasurer-Leora(Toady) Kennel; Editor-Ed Mayover; Historian-Evan Russell; Chaplain-Doris Geesey; 1st Director-Cindy Kendig; 2nd Director-Tom McMaster; National Director-Harold(Smoke) Shaak. Dennis Allen made the motion to accept the offices as they stand. Walter Pougé seconded the motion. The Chapter Secretary cast the ballot and the offices stand as announced by Nominating Committee Chairman David Stambaugh. John Sweigart seconded the ballot.

ANNOUNCEMENTS: Tom Shenk announced that Joan Shearer has next year's Kitchen Schedule if any members are interested in helping in the kitchen. Steve Himpl reported on the progress of the painting of the chapter caboose. Steve said the painting is going slow but the work is very well done. Plans for next year include painting the interior of the caboose and installing the coal stove. Steve Himpl thanked Ed Mayover for all his help in acquiring items needed to restore the caboose. Tom Shenk announced that on Sunday, October 31, the Stewartstown Railroad will hold an open house from 1:00-5:00 p.m. Richard Rutledge announced that the East Broad Top Railroad will be extending their season. Check their website for the extended dates. Tom Shenk announced that the Wanamaker, Kempton & Southern Railroad is running a twilight train on the weekend of October 23-24. Dennis

Allen thanked everyone who went on the Europe trip in August. He announced it was a very successful trip. Dennis also announced the Trip Committee is working on the upcoming trip for 2011 and when all the details are worked out, the Committee will announce the trip. Tom Shenk had a copy of the emblem on the souvenir shirts for the Fall Conference. If anyone is interested in purchasing a shirt, contact Tom. John Sweigart, Regional Vice President, announced that National is working on changing their by-laws. John announced that National wants to reduce its Board member numbers. One hundred and three votes are needed for the upcoming Board Meeting and there are only 309 total numbers of all members from all the chapters able to vote. John reported that as of October 1, there are 13,784 total members from all chapters. John also reported there are financial concerns at National. Charles Hirschmann asked John if we are under contract with Fernley and Fernley to handle our non profit organization. John said only on a year-to-year basis. Walter Pougé asked if there are extra N.R.H.S. Bulletins printed which could be sold to the public. John said they always print a few extra copies and he would check into it.

BOARD OF DIRECTOR'S REPORT: In Tom McMaster's absence, your Secretary gave the report. Toady received thank you letters from the Friends of Stewartstown Railroad and the York County Park Services for our chapter donations. The June chapter membership meeting was held at the New Freedom Station. Tom Shenk thanked Linda Himpl for her help in getting the paperwork ready for the Board Meeting Committee for the Fall Conference. Tom Shenk announced that March 20, 2011 will be a Sunday meeting. Also, a reminder for all chapter members that the Christiana Freight Station clean-up day is Saturday, October 23 at 9:00 a.m. Tom Shenk announced that the Christiana Freight Station Christmas Open House is Saturday, December 18 and Sunday, December 19. The Christiana Lions Club will sponsor a hay ride, Santa and food will be available at the Saturday Christmas Open House. Due to the busy holiday season, our annual Christmas party and chapter meeting will be held on Sunday, December 19 at 2 p.m. There will be **NO** Monday, December 20th membership meeting. Cindy Kendig announced that if anyone interested in helping to decorate the Freight Station for Christmas, the date is Thursday, December 2 at 7:00 p.m. Chapter members may meet at the Dutchway Restaurant for dinner before coming to decorate the Station. Cindy also reminded everyone to bring a Christmas ornament to put on the chapter Christmas tree if they desire.

ADJOURNMENT: The chapter meeting was adjourned at 8:25p.m. Tonight's program: "The York County Hanover Junction Steam Rail Project", presented by Reed Anderson, Bill Simpson and Bob Trebatoski. Next month's meeting will be a slide program presented by Frank Tatnall entitled "The Pennsylvania Railroad in the Harrisburg, Pennsylvania Area."

Respectfully Submitted: Donetta M. Eberly - Secretary

THIS MONTH'S BANNER PHOTO

The Milwaukee Road's Hiawatha led by a Class F7 Hudson. The Hiawatha ran between Chicago and Minneapolis/St. Paul. The engine that epitomizes the size, power, and grace of the Hiawatha is the F7 Hudson Hiawatha that was the last steam powered version of the Hiawatha family. With its 84 inch drivers, it was capable of propelling a passenger train well in excess of 100 miles per hour -- and regularly did so in rural areas of Wisconsin on its trips to and from Minneapolis.



OPERATION LIFESAVER REMINDS YOU...

The majority of highway-rail crashes occur when the train is traveling less than 30 mph.



CHRISTMAS HOLIDAY **OPEN HOUSE WEEKEND**



Christiana Freight Station, December 18 - 19, 2010

LANCASTER CHAPTER, NRHS, WILL HAVE A SALES TABLE FOR THE OPEN HOUSE WEEKEND

Daily Schedule



SATURDAY, DECEMBER 18 - 3:00 PM TO 8:00 PM

Family Children's Party - 3:00 PM to 5:00 PM

Train Displays, Visit from Santa, Children's Activities, Free Hot Dogs and Drinks for Children

Hay Rides starting at 5:00 PM

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

Popcorn - Hot Dogs - Snacks - Drinks will be available

See Christiana Borough's Annual "Light Up Christmas" Christmas Lighting Contest

Hay Rides Around Town Sponsored by the Christiana Lions Club

SUNDAY, DECEMBER 19 - 1:00 PM TO 5:00 PM

Freight Station Decorated for Christmas - Train Displays

Popcorn - Snacks - Drinks will be available

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

Chapter Membership Meeting at 2:00 PM - Followed by Our Annual Christmas Party

Please Bring Cookies/Snacks or a Covered Dish to Share

Chapter will provide Plates and Drinks



“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

NOVEMBER

NOVEMBER 4-7, 2010 - Thursday through Sunday - Lancaster Chapter is hosting the 75th Anniversary Fall National Conference at the Best Western Eden Resort Inn in Lancaster. Please contact Tom Shenk if you can help.

NOVEMBER 6, 2010 - Saturday, 6:00 pm - Courtyard at the Eden Resort Inn. N.R.H.S. 75th Anniversary Banquet with guest speaker Dennis P. McIlInay discussing his latest book, *THE WRECK OF THE RED ARROW - AN AMERICAN TRAIN TRAGEDY*, which will be available for purchase and autograph, if desired. All Chapter members are invited to attend.

NOVEMBER 15, 2010 - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting. Philadelphia Chapter, N.R.H.S. President Frank Tatnall will present a slide program entitled “The Pennsylvania Railroad in the Harrisburg, Pennsylvania area” (with a sprinkling of the Reading Company). *Bring a friend to our meeting - this promises to be a fantastic presentation!*

DECEMBER



DECEMBER 2, 2010 - Thursday, 7:00 pm - Christiana Freight Station. Decorate the Freight Station for the Holiday Open House. Decorate the Christmas Tree - bring your favorite Train Ornament.

DECEMBER 18, 2010 - Saturday, 3:00 pm - Christiana Freight Station. Holiday Open House. The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas displays - a fun-filled evening for the entire family!

DECEMBER 19, 2010 - Sunday, 2:00 pm - Christiana Freight Station. Regular Chapter Membership Meeting followed by our Annual Chapter Holiday Party. Please bring cookies, snacks or a covered dish to share.

JANUARY

JANUARY 17, 2011 - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting. Dennis Allen will present a slide program highlighting the fabulous Lancaster Chapter trips to world capitals.

COMING IN MARCH, 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

Email: rscooter2@comcast.net

Phone: 717-347-7637

Please keep our Chaplain informed of member news



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

BANQUET & MEMBERSHIP MEETING NOTICES

THE LANCASTER CHAPTER ANNUAL BANQUET WILL BE HELD ON FRIDAY, NOVEMBER 6, 2010 AT THE COURTYARD AT THE EDEN RESORT INN, 222 EDEN RD., LANCASTER, PA, STARTING AT 6:00 P.M.

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, NOVEMBER 15, 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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