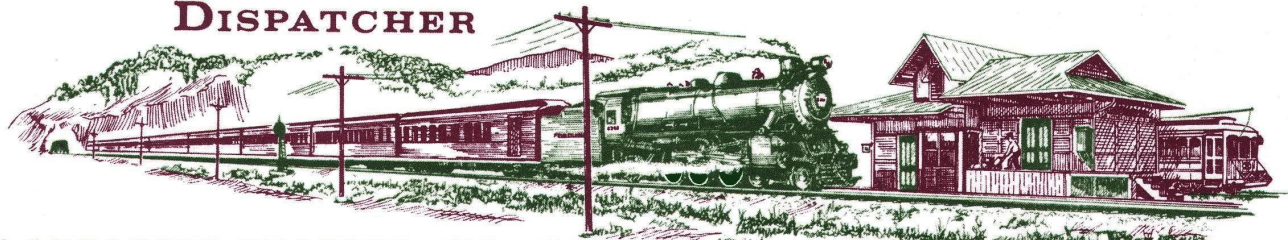


LANCASTER DISPATCHER

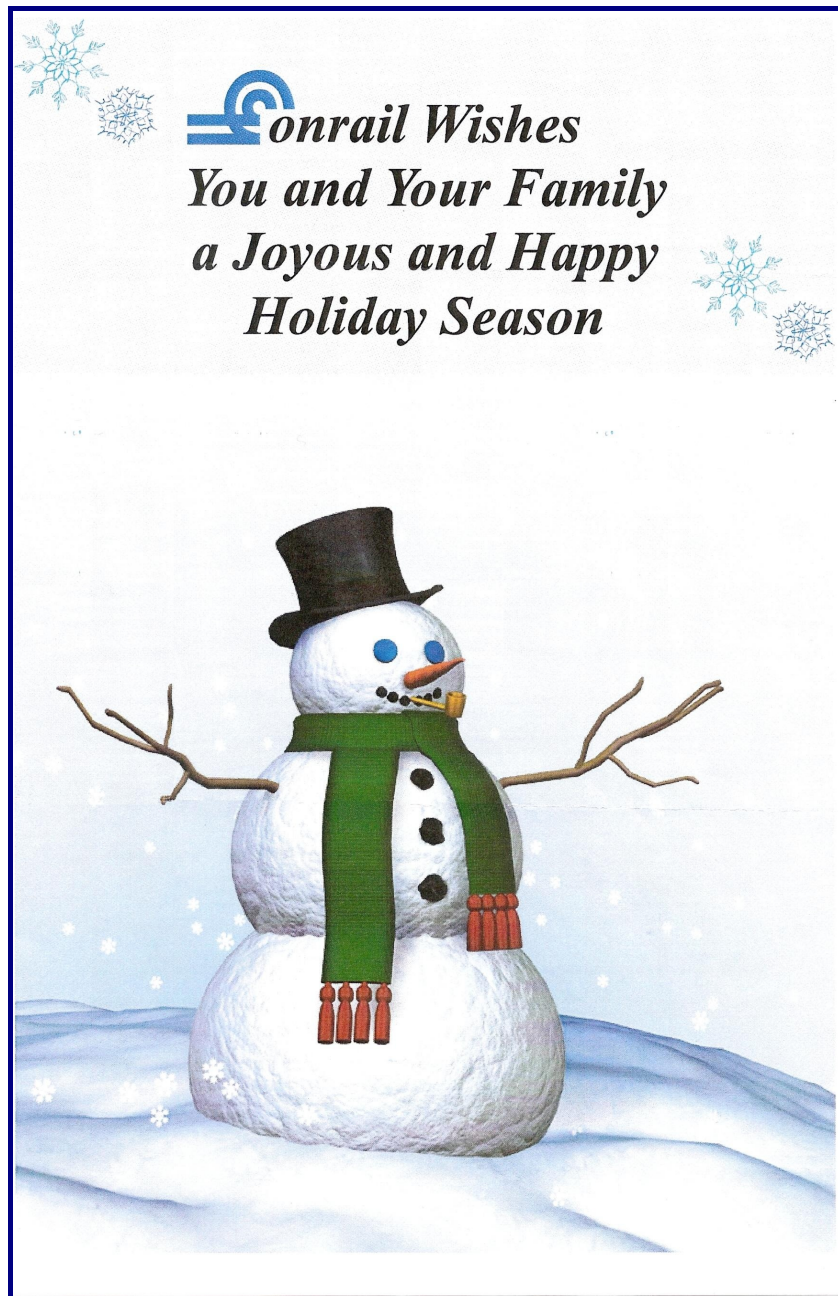
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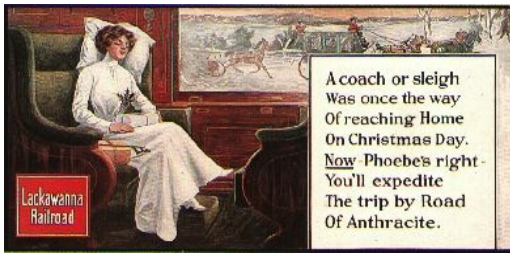
LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 41 NUMBER 12

DECEMBER 2010



THE LANCASTER CHAPTER BOARD OF DIRECTORS WISHES ALL CHAPTER MEMBERS
AND FRIENDS A VERY HAPPY AND SAFE HOLIDAY SEASON



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



Republican Report: Amtrak Broke the Law in Firing Inspector General

WASHINGTON — Congressional Republicans have issued a report that finds Amtrak broke the law when it fired former Inspector General Fred Weiderhold, the *Washington Post* has reported. The study finds that the railroad violated the 2008 Inspector General Act by firing Weiderhold without notifying Congress, and also in replacing him with an executive without oversight experience.

Amtrak fired Weiderhold in July 2009, saying he'd botched internal investigations. The company maintains it cooperated fully with the investigation, and said the report “confirms important facts and circumstances regarding the retirement of its former IG and demonstrates Amtrak acted appropriately.”

However, the Republican congressmen who released the report disagreed. Rep. Darrell Issa, R-Calif., said, “Amtrak interfered with and ultimately decided to get rid of its inspector general for the worst possible reason: to stop an investigation.” [TRAINS News Wire]

Amtrak Awards \$466 Million Contract for 70 New Electric Locomotives



ARTIST'S RENDERING OF THE NEW AMTRAK CITIES SPRINTER ACS-64 ELECTRIC LOCOMOTIVE

SACRAMENTO, Calif. — As part of a comprehensive plan to modernize and expand its fleet of equipment, Amtrak is buying 70 new electric locomotives to provide improved performance and reliability for its Northeast intercity passenger rail services. The six-year, \$466 million contract was

awarded to Siemens and

will create 250 jobs primarily at a facility in Sacramento, California, but also at plants in Norwood, Ohio and Alpharetta, Georgia.

“Amtrak is a critical transportation provider in the Northeast and modern locomotives are essential to meet the service reliability expectations of our passengers and for us to handle the growing ridership demand in the coming years,” said President and CEO Joseph Boardman.

Boardman explained the first Amtrak Cities Sprinter ACS-64 electric locomotive is to be delivered in February 2013 and will operate at speeds up to 125 mph (201 kph) on the Northeast Corridor from Washington, D.C. to Boston and up to 110 mph (177 kph) on the Keystone Corridor from Philadelphia to Harrisburg, Pa. They will replace locomotives in service between 20 and 30 years with average mileage of 3.5 million miles traveled.

The new Amtrak locomotive meets the latest federal safety regulations and includes additional safety features not yet required such as crash energy management components like anti-climbing technology and push-back couplers designed to keep the train upright, inline and on the

tracks in the event of a collision. The design also allows for easier maintenance leading to faster turn around times and increased availability of locomotives for service.

In addition, the new locomotives will be more energy efficient and will replace older units that presently do not have regenerative braking systems that can automatically return electricity to the power grid.

As the new units come into service, Amtrak plans first to retire all current 20 DC AEM-7 electric locomotives in its fleet, followed by replacement of all 29 AC AEM-7 units. The remaining 21 locomotives of the order will be used to replace all 15 HHP-8 locomotives with the additional units supporting anticipated service expansion.

Boardman added in February 2010 Amtrak released an ambitious, long-term Fleet Strategy Plan to replace aging and outdated locomotives and passenger cars in order to enhance operations, attract more riders, reduce maintenance costs and delays, improve on-time performance and expand services on current and new routes. The report lays out the basis for recapitalizing the entire fleet over a period of time in a manner that will not only provide new and modern equipment for passengers, but will also develop and sustain the domestic production capacity needed for the long term viability of intercity passenger rail in the United States.

The new 70 electric locomotives are a key element of that plan and is the second major equipment procurement undertaken since July 2010 when Amtrak announced the award of a \$298 million contract to build 130 single-level passenger rail cars to support growing ridership on its long-distance trains. [Edited from Amtrak]

New Amtrak Auto Train Station is Open in Sanford

SANFORD, Fla. — A new Amtrak station is open near Orlando for the more than 244,000 annual Amtrak *Auto Train* passengers. At about 10,000 square feet, the station in Sanford seats 600 passengers and is about four times larger than its predecessor. Thomas Carper, chairman of the Amtrak Board of Directors, today joined local, state and federal officials for the celebration.

The original depot, constructed in 1971 and renovated in 1995, was not large enough to accommodate growing demand for the *Auto Train*, which just reported a year-to-year ridership increase of nearly five percent — despite the economic recession.

Under the American Recovery and Reinvestment Act of 2009 (ARRA), Amtrak received \$10.5 million to reconstruct the Sanford station, as the original facility sustained extensive damage during the 2004 hurricane season and part of the waiting room had since been sheltered in a tent. Station platforms are receiving \$161,000 in Amtrak ARRA funds for accessibility improvements of a wheelchair lift and tactile edges under the railroad's Mobility First initiative.

In addition to the larger passenger lounge, the modern structure contains a ticket counter, café, restrooms, and a gift shop. The transition between the new station and the remainder of the depot is accomplished by a pavilion whose roof slopes upward toward the trackside façade in opposition to the roofline of the adjoining waiting room. The pavilion is centered upon a deep porte-cochère that shelters passengers while they enter the station and register their vehicles for loading and storage.

A portion of the former station abutting the new structure will be reconfigured into administrative offices and will open in early 2011.

The original platform canopy remains in place to protect passengers from inclement weather as they board or exit the *Auto Train*.

The Amtrak *Auto Train* holds the distinction as the longest passenger train in the world, with two locomotives and 40-plus passenger rail cars and vehicle carriers operating daily to Lorton, Va., in the suburbs of Washington, D.C. [Edited from Amtrak]

Moynihan Station Construction Begins in New York City

Construction on a long-awaited project to transform Manhattan's Farley Federal Post Office building into a new Moynihan Station now is under way. On Oct. 18, state and federal officials broke ground on Phase I of the project, which calls for expanding and improving the 33rd Street Connector between Penn Station and the West End Concourse, located under the grand staircase of the Farley building. The project's first phase also includes extending and widening the West End Concourse to serve nine of Penn Station's 11 platforms, and adding new vertical access points and passenger circulation space, as well as entrances into the West End Concourse through the 31st and 33rd street corners of the Farley building. The project will help relieve congestion at New York's Penn Station.

Expected to be complete by 2016, the \$267 million first phase will be funded through state and federal dollars, including an \$83 million Transportation Investment Generating Economic Recovery (TIGER) grant. Planning is under way for Phase 2, which includes constructing a train hall.

Designed by the famed architectural firm McKim, Mead & White, the Farley Building was built in 1912, closely following the opening of the original Pennsylvania Station in 1910, also designed by McKim, Mead & White. The original Penn Station was demolished in 1964, eventually prompting landmark preservation legislation within New York City that, among other things, helped preserve Grand Central Terminal.

[Progressive Railroad and Railway Age Rail Group News]

Amtrak Abolishes Chief Operating Officer Position



Amtrak President Joseph Boardman said in an employee advisory October 21 that Chief Operating Officer Bill Crosbie (pictured) is leaving Amtrak immediately and the position is being abolished. The managers who previously reported to Crosbie now will report to President and Chief Executive Officer Joseph Boardman, according to Amtrak spokesperson Steve Kulm.

"Bill has made important contributions to Amtrak in the seven years he's been here, and his oversight of the many facets of the operation has supported Amtrak through a period of strong ridership and demand for our services," Boardman said. [Progressive Railroad and Railway Age Rail Group News]



CSX Delivers Record Third Quarter Results on Improving Business Levels

JACKSONVILLE, Fla. October 12, 2010 - CSX Corporation today announced third quarter earnings of \$414 million, or \$1.08 per share, versus \$290 million, or \$0.73 per share, in the same period last year. This represents a 48 percent year-over-year improvement in earnings per share and a third quarter record for the company. Third quarter revenue increased 16 percent from the prior year to nearly \$2.7 billion on a 10 percent overall increase in volume. Revenue growth and continued operating leverage drove a 39 percent increase in operating income to \$825 million, and a 490 basis point improvement in the operating ratio to 69.1 percent.

"As the economy continued to improve, CSX saw volume growth in nearly all markets while delivering another strong performance in safety, service and productivity," said Michael J. Ward, chairman, president and chief executive officer. "These positive financial results are enabling the company to increase investments that create competitive advantages for customers, grow the business, create jobs and deliver shareholder value."

Accordingly, the company announced plans to raise its 2010 capital investment to approximately \$1.8 billion, up from the previously announced \$1.7 billion. In addition, and consistent with its balanced approach to capital deployment, CSX said it expects to repurchase an additional \$646 million in shares by the end of the first quarter of 2011, representing the remainder of its existing \$3 billion share repurchase program. These actions build on the company's September 29 announcement to increase its dividend for the eighth time in five years.

[CSX Corporation]

Major Public-Private Partnership Brings Cleaner Air to Maryland

BALTIMORE, Oct 26, 2010 – CSX, U.S. Environmental Protection Agency, Maryland Department of Transportation, Maryland Department of the Environment and Mid-Atlantic Regional Air Management Association Introduce State's First Ultra-Low Emission Locomotive.

Public and private sector representatives today unveiled the state's first ultra-low emission GenSet locomotive at an event at Baltimore's Camden Station. Jointly funded by the U.S. Environmental Protection Agency (EPA) and CSX, the locomotive will be used at CSX's Curtis Bay Yard in Baltimore, significantly reducing nitrous oxide, particulate matter and CO2 emissions in the area.

CSX joined EPA, the Maryland Department of Transportation (MDOT), the Maryland Department of the Environment (MDE) and the non-profit Mid-Atlantic Regional Air Management Association (MARAMA) to celebrate this milestone in an ongoing effort to reduce emissions.

"GenSet locomotives are part of CSX's commitment to meet the nation's transportation needs in a sustainable and environmentally friendly manner," said Lisa Mancini, CSX senior vice president of human resources and labor relations. "This unveiling demonstrates how the public and private sectors can work together to improve the environment and the flow of commerce."

MARAMA submitted the application for an EPA funding grant for the GenSet locomotive. The EPA grant, funded by the American Reinvestment & Recovery Act, covered 65 percent of the \$1.4 million needed to upgrade the locomotive, and CSX contributed the remaining funds as part of its commitment to reducing emissions and using less fuel.

"This project is an important contribution to MARAMA's goal of reducing diesel emissions throughout the Mid-Atlantic Region," said Susan Wierman, Executive Director of MARAMA. "Emissions of diesel particulate and nitrogen oxides contribute to pollution not only locally but also downwind. It's a great project, and we're gratified that state and



AMTRAK 40TH ANNIVERSARY CALENDAR ANNOUNCED

Amtrak has released a 2011 calendar celebrating their 40th Anniversary.

Available in both a 23½"x33¾" wall calendar for \$10 and an 11"x17" desk calendar for \$5, these items may be ordered at www.store.amtrak.com or by calling 1-800-369-4257.

Freight will be added to each order at the time of purchase.

local air quality agencies in this region could help make it happen."

At the celebration, EPA also announced that it will partner with CSX on a second DERA-funded GenSet locomotive to be operated by CSX in the same area. MDOT submitted the application for EPA Diesel Emissions Reduction Act (DERA) funds on behalf of CSX, which will match the federal grant of \$975,000 with \$425,000 in private funding. GenSet locomotives reduce nitrous oxide and particulate matter emissions (*soot - Ed.*) by approximately 80 percent and can reduce carbon dioxide emissions by 25 percent through technologies that monitor engine idling and switch to "sleep" mode after a period of inactivity.

The locomotives made possible through these public-private partnerships are the first of their kind to be operated in Maryland. The introduction of GenSet locomotives throughout CSX's network is part of the company's work to reduce its carbon dioxide intensity eight percent by 2011. Over the last decade, CSX has invested more than \$1.5 billion to upgrade its locomotive fleet with technology that reduces fuel consumption and air pollutant emissions. Through these efforts, the company has improved its fuel efficiency by more than 90 percent since 1980. *[CSX Corporation]*



Norfolk Southern Orders 100 SD70ACes

NORFOLK, Va. — Norfolk Southern Railway has ordered 100 SD70ACe locomotives from Electro-Motive Diesel. According to NS spokesman Robin Chapman, the units will be delivered at 25 per year starting in the second quarter of next year.



The order is unusual because NS rosters mostly D.C.-traction-equipped diesels; it placed its first order for A.C. diesels in 2008 in the form of 25 General Electric ES44ACs. A.C. locomotives provide superior pulling power at low

speeds. They are, however, more expensive than their D.C. brethren, and some roads have been reluctant to buy. Canadian National is the last Class I railroad to roster no A.C. diesels. Chapman says the new locomotives will work in all types of service railroad-wide. *[TRAINS News Wire]*

Norfolk Southern Reports Third-Quarter 2010 Results

For third-quarter 2010 vs. third-quarter 2009:

- Railway operating revenues increased 19 percent to \$2.5 billion.
- Income from railway operations improved 33 percent to \$746 million.
- Net income increased 47 percent to \$445 million.
- Diluted earnings per share rose 47 percent to \$1.19.
- The railway operating ratio improved by 3.2 percentage points to 69.6 percent.

NORFOLK, VA. —On October 27 Norfolk Southern Corporation reported third-quarter 2010 net income of \$445 million, an increase of 47 percent, compared with \$303 million for third-quarter 2009. Diluted earnings per share were \$1.19, up 47 percent, compared with \$0.81 per share in the third quarter of 2009.

"Norfolk Southern delivered strong financial results as we experienced a fifth consecutive quarter of increased volumes," said CEO Wick Moorman. "We continue to see an economy characterized by slow growth, but growth nonetheless. We remain confident that our focus on strengthening service, controlling costs, and investing in our rail infrastructure and equipment will drive long-term shareholder value."

Third-quarter railway operating revenues improved 19 percent to \$2.5 billion, compared with the third quarter of 2009, primarily as the result of a 15 percent increase in traffic volume.

General merchandise revenues were \$1.3 billion, 16 percent higher compared with third-quarter 2009 results. Coal revenues increased 24 percent, to \$709 million, compared with the same period last year. Intermodal revenues were \$464 million, 19 percent higher compared with the third quarter of 2009.

Railway operating expenses for the third quarter were \$1.7 billion, an increase of 14 percent over the same period of 2009.

The railway operating ratio improved by 3.2 percentage points to 69.6 percent, compared with 72.8 percent during third-quarter 2009. *[Norfolk Southern Corporation]*

Norfolk Southern Breaks Ground on New \$95 Million Intermodal Terminal in Greencastle, Pa.

GREENCASTLE, PA. - On October 19, Norfolk Southern CEO Wick Moorman was joined by Pennsylvania Gov. Ed Rendell, Federal Railroad Administration Deputy Administrator Karen Rae, Rep. Bill Shuster, and other state and local dignitaries to officially break ground for the new Franklin County Regional Intermodal Facility in Greencastle, Pa.

The \$95 million facility, part of the railroad's multi-state Crescent Corridor initiative to establish an efficient, high-capacity intermodal freight rail route between the Gulf Coast and the Northeast, occupies a 200-acre site adjacent to the planned Antrim Commons Business Park and is expected to open in 2012.

Today's groundbreaking is for the first of four new Crescent Corridor intermodal terminals Norfolk Southern plans to construct over the next two years.

"The Franklin County Regional Intermodal Facility is ideally located to serve the Mid-Atlantic region and is a critical component of our Crescent Corridor," said Moorman. "We commend Governor Rendell for his dedication and commitment to improve transportation infrastructure not only in the commonwealth but throughout the U.S. We also want to thank Representative Shuster for his involvement in our efforts to form public-private partnerships to create jobs and economic development opportunities throughout Pennsylvania. Finally, we must recognize the Pennsylvania Department of Transportation, the Franklin County Area Development Corporation, and Antrim Township for their active participation in the planning of this project."

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 more than 70,000 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. In addition to the Greencastle facility, Crescent Corridor projects currently planned for development include new independent intermodal facilities at Birmingham, Ala., Charlotte, N.C. and Memphis, Tenn.; 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.

When the Crescent Corridor is fully operational, annual benefits to Pennsylvania are expected to include more than 806,000 long-haul trucks diverted to rail, almost 10 million gallons of fuel saved, carbon dioxide reduction of 106,000 tons, more than \$33 million in traffic congestion savings, and avoidance of an estimated \$8.3 million in accident costs. Over the next ten years 26,000 jobs in Pennsylvania are expected to be created or enhanced by Crescent Corridor projects. Norfolk Southern also has improvements planned for existing intermodal terminals in Harrisburg and Philadelphia, along with \$27 million in track and signal upgrades.

The proposed investment in the Franklin County Regional Intermodal Facility will create the capacity to handle more than 85,000 containers and trailers annually. The terminal will utilize the latest in gate and terminal automation technology, which shortens the waiting time for trucks entering the terminal, thereby reducing exhaust emissions and improving truck driver productivity. Four intermodal trains daily will serve the terminal. [Norfolk Southern Corporation]

"One Line, Infinite Possibilities" Characterizes Norfolk Southern Approach to Freight Rail Transportation



NORFOLK, V.A.
October 19, 2010 -- One railroad line supports the American economy and

brings a world of opportunity and benefits to its customers and communities.

With that in mind, Norfolk Southern Corporation begins its "One Line, Infinite Possibilities" advertising campaign that builds on the company's "Thoroughbred of Transportation" communications program, now in its 28th year.

The campaign begins with a new television commercial, "Connects," that runs now through the election season on various programs on the CNN and Fox News cable networks. The 30-second spot was produced by Norfolk Southern's creative partner, rp3 Agency, of Bethesda, Md. CEO Wick Moorman said the "One Line, Infinite Possibilities" tagline reflects the fact that, "NS is the backbone of an integrated logistics system that makes modern life possible. We have extraordinary abilities to offer in terms of service, safety, economy, sustainability, and the ways in which we connect the businesses and people who depend on us."

The "Connects" spot makes a graphic play off the "speedlines" in NS' widely-known corporate logo. It will be joined by print, Internet, out-of-home, and social media advertisements, and a second commercial, called "Engine," beginning early in 2011. [Norfolk Southern Corporation]



PANYNJ Continues to Post Progress on WTC Transportation Hub

Port Authority of New York and New Jersey (PANYNJ) officials noted progress on the construction of the World Trade Center (WTC) Transportation Hub.

The 800,000-square-foot facility will replace the temporary WTC station that opened in 2003 to restore Port Authority Trans-Hudson (PATH) service to the site following the Sept. 11, 2001, terrorist attacks. Construction on the \$3.2 billion hub began in 2007.

In November, work began on building foundations for the transportation hall and Oculus, the "most visible part of the hub," according to PANYNJ. The Oculus' roof will be installed after the hub's main

concourse is built up to street level in 2012.

In December, workers will begin installing massive Santiago Calatrava-designed arches that will form the roof of the hub's mezzanine level and floor of the 9/11 Memorial. More than a dozen smaller arches already have been installed to form the southern portion of the mezzanine's roof and floor of the Memorial Pavilion, which will serve as the public's entrance to the Memorial's underground museum.

PANYNJ is employing a "top-down" construction method that calls for building the roof of the facility first to ensure the Memorial Plaza is open by the 10th anniversary of the terrorist attacks. The roof of the hub serves as the floor for the memorial.

Once complete, the WTC Transportation Hub will "represent the most integrated network of underground pedestrian connections in New York City," linking PATH service, 13 subway lines, the Battery Park City Ferry Terminal, Fulton Street Transit Center, the World Financial Center, and new office and retail space at the WTC site, PANYNJ said. The station is expected to serve 250,000 people daily.

Meanwhile, commissioners also authorized several actions during the board meeting, including:

- A contract award to furnish and install miscellaneous metals for the WTC Transportation Hub's Transit Hall;
- A contract award to install hoisting and scaffolding equipment that will provide temporary access to various areas of the Transit Hall;
- \$3 million for planning and preliminary design work for an intermodal container transfer facility at the Greenville Yard-Port Authority Marine Terminal; and
- A permanent easement agreement with the city of Jersey City, N.J., to implement security improvements at the PATH Exchange Place Station.

[Progressive Railroading]



Delaware River Port Authority Won't Run Glassboro-Camden Rail Line

CAMDEN, N.J. - A proposed 18-mile commuter line between Glassboro and Camden, N.J., won't be built or operated by the Delaware River Port Authority, officials said October 6th, according to a story in the *Philadelphia Inquirer*. The authority's board agreed to pay \$450,000 for work already done on an environmental assessment, with assurances that it eventually will be reimbursed by New Jersey Transit.

Future spending on the line remains uncertain because of the state's financial problems. Several authority board members have questioned the wisdom of using the agency's money for a line that it won't build or run.

The proposed light rail line would run 18 miles alongside an existing (Conrail - Ed.) freight line through Glassboro, Pitman, Mantua, Wenonah, Woodbury, Deptford, Westville, Gloucester City, and Camden. The line would connect to Port Authority Transit Co. and River Line trains in Camden, where passengers could catch trains to Philadelphia or Trenton. [TRAINS News Wire]



Signaling Switchover is Boon to 300,000 LIRR Riders

MTA Long Island Rail Road cut over to a new centralized signal and switching control system at Jamaica, N.Y., during the October 23-24 and November 6-7 weekends in the final, \$56-million stage of a modernization project. The switchover brings a new meaning to the familiar cry, "Change at Jamaica," a station that is the hub of all operations on North America's longest (700 miles) and busiest (300,000 weekday rides) commuter railroad.

"The new signal system upgrade will bring state-of-the-art computerized microprocessor technology to Jamaica's critical switching area and centralizes the switching and signal control from three existing signal

towers at Jamaica - including Hall Tower where the switching board was damaged by a major fire that disrupted service in August," said LIRR. During the cut-over weekends, train movement through Jamaica is being limited to two of the station's eight tracks (one track east and one track west" LIRR said, warning commuters to expect severe service disruptions.

A new microprocessor-technology signal system has been installed in three interlockings. Now signals and switches will be controlled from one facility, Jamaica Central Control, instead of the three towers located in each of the interlockings.

The project replaces the 1910's-era electro-mechanical Model 14 Interlocking Machines at the three towers. LIRR says the new system will increase operational flexibility for the large volume of trains that pass through this area and will provide redundant signal control systems allowing quicker recovery time in the event of a power surge, lightning storm or fire-related service disruption like the one experienced in August, when high-voltage power entered the signal system and damaged the wiring to the signal control board in Jamaica's Hall Tower.

[*Railway Age Rail Group News*]



NJ Transit Seeks Federal Funds for Bridge

NJ Transit has applied for \$885 million in new federal funding to pay for renewal and replacement of aging components of Amtrak's Northeast Corridor between Trenton, N.J., and Pennsylvania Station in Manhattan, the *Times Herald-Record* reports.

The application, made with Amtrak's blessing, would support the replacement of the *Portal Bridge* that carries the Northeast Corridor across the Hackensack River before the rail line enters the tunnel beneath the Hudson leading to Penn Station. The application also seeks to upgrade the line's power supply and signal system.

If the two agencies successfully win funding from the new High-Speed Intercity Passenger Rail Program, the grant will boost their ongoing effort to replace the 100-year-old swing bridge - a \$1.8-billion project. The bridge, a notorious source of delays leading to the country's busiest train station, often gets stuck in an open position and occasionally catches fire.

NJ Transit has already committed \$776 million toward the project and moved it into final design in an aggressive timetable designed to complement its construction of a new commuter rail tunnel to an expanded Penn Station. The new five-track bridge will serve both the old and new tunnels and will be stationary and high enough to allow ships to pass underneath. Work began on the new tunnel last year. Both it and the new bridge are scheduled for completion in 2017.

NJ Transit now carries about 150,000 customers across the Portal Bridge every day, versus Amtrak's 30,000. The new tunnel will double capacity, as well as end transfers at Secaucus Junction for commuters from Orange and Rockland counties in New York and those from North Jersey. [*Edited from Railway Track and Structures*]

R.I.P. Redux: Trans-Hudson Tunnel

On October 27, New Jersey Gov. Chris Christie again canceled the proposed Trans-Hudson rail tunnel, dubbed Access to the Region's Core (ARC), based in large measure on concerns over cost overruns. The project, initially estimated to cost \$6 billion, most recently was pegged at \$8.7 billion, with additional increases in the cost deemed likely, though politicians, rail advocates, and others have sparred over just how much more the project might cost.

The governor voiced concerns primarily over New Jersey's liability for cost overruns. Critics of the governor said he had no proof of cost overruns he advanced in debate. But such criticism overlooked the cost overruns already established since the plan, in its current form, was formulated roughly in 2003.

The project envisioned a roughly six-mile, two-track rail extension parallel to Amtrak's Northeast Corridor (NEC) beginning in the New Jersey Meadowlands and terminating at a stub-end terminal at 34th Street and Sixth Avenue in Manhattan, underneath Macy's flagship store. Proponents said such an alignment was the only cost-effective option; critics and/or opponents decried the scaling back of the project's initial vision, which included access through Manhattan to New England states and a possible link with New York's Grand Central Terminal—in essence bolstering the NEC's capacity through the New York metropolitan area. They also noted the plan, as advanced by NJ Transit, was anything but cost-effective, as ambitions were scaled back even as cost estimates rose significantly.

Gov. Christie, a Republican, first announced cancellation of the ARC project October 7, but postponed final judgment pending discussions with officials from New Jersey Transit and the federal Department of Transportation. Democratic supporters of ARC, including New Jersey's two U.S. senators, decried the loss of jobs generated by the project and accused Gov. Christie of lacking vision. [*Railway Age Rail Group News*]



SEPTA Silverliner V Railcars Debut

The first of SEPTA's new, long-awaited Silverliner V passenger railcars made their inaugural revenue trip on Friday morning, October 29 on Train 1061 from Suburban Station to Cynwyd, carrying SEPTA officials, invited guests, and a handful of paying customers.



**SEPTA SILVERLINER V No. 801 ON TRAIN 1061 AT
CYNWYD, PA. ON INAUGURAL RUN
PHOTO BY JOHN ALMEIDA**

M a k i n g i t s choreographed entrance 10 minutes late, the three-car train broke through a paper banner stretched across 0 Track at Suburban Station to the cheers of riders and SEPTA workers.

SEPTA general manager Joseph Casey said the first of the 120 new cars marked the beginning of "a new era" for SEPTA service.

SEPTA ordered 120 of the Silverliner V cars, at a cost of \$274 million. Production delays repeatedly have pushed back delivery of the cars, and SEPTA officials now hope to have all of the cars in service by the end of 2011.

The first three production cars will be delivered next month and three more by the end of December, said Sean S. Shim, assistant project engineer for Hyundai-Rotem Corp., the manufacturer of the cars.

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 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 the end of 2011.

[*Paul Nussbaum - Philadelphia Inquirer Staff Writer*]



Don't forget - 2011 Membership Renewals are due now!

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN DECEMBER

Dec. 31, 1905 - First approach locking with automatic release installed on interlocking at old No. 3 Tower (present Zoo Jct.) in Philadelphia.

Dec. 13, 1911 - Road Committee reports to Board on Philadelphia Terminal improvements; plans drawn up by Board of Engineers; approved by Committee of Transportation Officers; consider 1) enlarging Broad Street Station; 2) devoting Broad Street to locals and Clockers with through trains using a new station in West Philadelphia, and 3) electrification. Road Committee favors expanding Broad Street Station north to Cuthbert Street with separate through and local sections and jump-over near river and also electrifying suburban lines; also adding two tracks and island platforms at North Philadelphia and four-tracking Connecting Railway bridge; estimates \$3.5 million for expanding Broad Street and \$13 million for electrifying main suburban lines.

Dec. 13, 1916 - PRR Board authorizes enlargement of Greenville Yard, including new yard for covered pier, car repair yard, and additional tracks in westbound yard and float yard; approves plan for Pittsburgh Terminal improvements at cost of \$16 million.

Dec. 31, 1921 - PRR contracts with Fruit Growers Express Company to operate refrigerator cars over PRR and leases to it the 5,927 PRR system refrigerator cars.

Dec. 15, 1926 - New express facility opens at Sunnyside Yard.

Dec. 11, 1931 - New Jersey PUC issues report recommending consolidation of PRR and Reading lines in South Jersey.

Dec. 22, 1936 - Paul Turner of EMC (*predecessor to EMD -Ed.*) delivers proposal to sell PRR its new EA/EB 1,800 HP passenger diesels for Blue Ribbon Trains at \$380,000 for twin units; proposed to cut Broadway Limited running time to 15 hours and cut 45 minutes from "Spirit of St. Louis"; PRR's Duer rejects units as too small and non coal-burning on Apr. 1, 1937; prefers General Electric's proposed coal-burning turbo-electric locomotive.

Dec. 1941 - First of sixth lot of 20 GG1's, No. 4909, built at Juniata.

Dec. 18, 1946 - PRR Board authorizes \$16.375 million purchase of 19 6,000 HP passenger diesels (5 EMD E7's, 5 Alco PA's and 9 BLW Sharknoses) to complete dieselization of Blue Ribbon trains and 6 EMD F3 7,500 HP freight diesels to experimentally dieselize one freight train each between Harrisburg and Chicago/St. Louis, plus a B unit for E7 #5900-5901; ends PRR commitment to steam.

Dec. 31, 1951 - Martin W. Clement retires as Chairman after 50 years of service and position abolished.

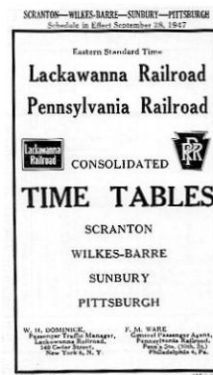
Dec. 19, 1956 - PRR Board authorizes purchase of 6 experimental "Pioneer III" MU cars for \$1.6 million.

Dec. 30, 1959 - New Jersey PUC permits PRSL to drop 8 daily and 2 Saturday Camden-Hammonton locals.

Dec. 1961 - PRR sells West 32nd Street office building in West Philadelphia to Food Fair Stores, Inc., for headquarters, retaining 8 floors for railroad offices.

Dec. 1, 1966 - PRR closes East Liberty and East Pittsburgh suburban stations; suburban stop for Pittsburgh moved to Wilmdersing.

Dec. 21, 1967 - PRSL single-track line between West Haddonfield and Kirkwood opens on permanent relocation next to new (*Lindenwold - Ed.*) High Speed Line.



TIMETABLE 12-10

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

Through 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.

Through 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.

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.

Wednesday through 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.pachristmassshow.com.

Thursday through Sunday, December 2-5, 2010

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

Friday thru Sunday, December 3-5, 10-12, 17-19, 2010

Polar Bear Express on the Middletown & Hummelstown Railroad. Info: www.mhrrailroad.com/schedule.

Saturday, December 4, 2010

Open House at the Stewartstown, Pa. Train Station, 1:00 pm to 5:00 pm. Info: www.stewartstownrailroad.com/calendar.

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, 2010

Santa Trains on the East Broad Top Railroad. Santa will be riding on the train with decorated coaches and will be visiting with all the children on the train. Hot chocolate and cookies will be available for everyone. Trains will depart Orbisonia station at 1:00 pm, 2:30 pm, 4:00 pm and 6:30 pm pulled behind steam locomotive #15. Fares are \$15.00 for adults and \$10.00 for children. Info: www.ebtrr.com. **This is a new event for the East Broad Top Railroad.**

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, 11-12, 18-19, 2010

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

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

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

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

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

Daily, December 9 through December 23, 2010

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

Saturday, December 11, 2010

Christmas Lights Charter using a decorated PCC-2 trolley departing Callowhill at 5:00 pm by the Wilmington Chapter, NRHS. Info: www.wilmingtonchaptertrips.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, December 11-12, 18-19, 2010

Santa Train on the Middletown & Hummelstown Railroad. Info: www.mhrrailroad.schedule.

Sunday, December 12 & 19, 2010

Open House at the Stewartstown, Pa. Train Station, 1:00 pm to 5:00 pm. Info: www.stewartstownrailroad.com/calendar.

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.

Saturday and Sunday, January 8-9, 2011

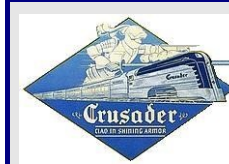
Greenberg's Train & Toy Show at the York Expo Center, 334 Carlisle Avenue, York, Pa. Info: www.greenbergshows.com.

Friday through Sunday, January 28-30, 2011

Winter NRHS Conference at Williamsburg, Va.

Saturday and Sunday, February 26-27, 2011

The World's Greatest Hobby on Tour at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ 08837. Info: www.wghshow.com.



RIDING THE READING...

READING COMPANY EVENTS

IN DECEMBER

Dec. 11, 1885 - Franklin B. Gowen makes his last appearance on the stage of the Academy of Music, giving a long address in his campaign to regain the Reading presidency.

Dec. 28, 1885 - Signal Tower #32 at Auburn damaged by fire.

Dec. 1, 1910 - New interlocking placed in service at 16th Street Junction in Philadelphia.

Dec. 4, 1937 - Reading's five-car Budd streamlined train begins three-day public display at Reading Terminal.

Dec. 13, 1937 - Reading places 5-car Budd streamlined train in New York-Philadelphia service making two round trips per day; hauled by 4-6-2's with stainless steel bathtub shrouds; train has observation car at each end for fast turnaround; train is later christened *The Crusader* after a naming contest; new train and air conditioning of older equipment increases Reading's New York-Philadelphia business by 21% in 1938.

NOVEMBER, 2010**CHAPTER MEETING MINUTES**

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the Christiana Freight Station, Christiana, Pa. on Monday, November 15, 2010.

The meeting was called to order at 7:30 p.m. by President Tom Shenk with 62 members, 5 guests and a cute puppy present. President Tom Shenk led those assembled in the Pledge of Allegiance.

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

MEMBERSHIP: First Vice-President Fred Kurtz announced that he has received 98 regular memberships and 57 family membership renewals so far this year. Fred announced there were 22 donations made to the Chapter in the amount of \$782.00 and 7 donations made to National in the amount of \$198.00. Fred also announced that there were four 25 year members and one 50 year member honored at the Banquet this year. Fred R. Muntzer, Harold S. Coldren, Dale E. Secker and Doris M. Hess were recipients of the 25-year pins. Doris was in attendance at the Chapter Meeting and received her 25-year pin from Fred. Robert E. McKinstry received his 50-year pin at the Banquet. Fred reported that he has signed up the Chapter with CBS (channels 15 and 21) and ABC (channel 27) for winter storm cancellations of Chapter events and Chapter meetings. Glenn will also have a message on the Christiana Station's answering machine regarding cancellations. The Station phone number is on the back of the *Dispatcher*.

CHAPLAIN: Chaplain Doris Geesey read a poem to the Chapter membership entitled "November is a Thankful Time." by Clay Harrison. On behalf of the Chapter, Doris sent planters and cards to Richard Sweigart, who is staying with his son in Florida, Peter Depew (prostrate surgery) and Robert Ziegler. Doris received "Thank You" cards from Richard Sweigart and Robert and Sarah Ziegler. Doris also sent a card to Chapter members George and Kathy Crouse. They are the grandparents of (triplets) three girls: Hope, Hadley, and Hannah. Elsie Minnich announced that Chapter member Ken Murry had triple by-pass surgery. Marlyn Gessey celebrated his birthday at tonight's Chapter meeting. Smoke Shaak had a birthday on November 12. If anyone has



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717-687-8628



Through Friday, December 31, 2010

Energy, Innovation & Impact Exhibit

Through Friday, December 31, 2010

Trains In Motion Pictures Exhibit

Saturday, December 4 & 11, 2010

Home For The Holidays

Saturday, December 4 & 11, 2010

Polar Express Parties - Sold Out -

PRR 4-4-0 No. 1223, Class D16sb, decorated for the holidays at the Railroad Museum of Pennsylvania. See PAGE 9 FOR A PHOTO OF 1223 UNDER STEAM ON WATER STREET IN LANCASTER.

any information on any Chapter members (illnesses, birthdays, anniversaries), please pass it along to our Chaplain.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for the month of October. Toady received a "Thank You" letter from Reed Anderson, who did last month's program on "The York County Hanover Junction Steam Rail Project". Toady also received a book from a couple she met on our last Chapter cruise entitled, "Rocking Rolling Riding" - about a 150- year old railroad in Wales. Tom McMaster made a motion to except the Treasurer's Report for the month of October and accept the Report for future audit. Steve Himpls seconded the motion.

FALL CONFERENCE: Tom Shenk thanked Cindy Bowers for her speech at the N.R.H.S. 75th Anniversary Fall Conference. Tom also thanked Chapter members [Shown on Page 9 of this edition of the *Lancaster Dispatcher* - Ed.] who volunteered their time at the Fall Conference. The Chapter will give a \$100.00 donation to the Christiana Historical Society for Bud Rettew's program on the Christiana Riots he gave for the Fall Conference. Dennis Allen reported \$6600.00 was made in profits this year by the Chapter from Chapter trips and the Fall Conference.

NATIONAL DIRECTOR'S REPORT: Smoke Shaak reported that the Hawaii Chapter, after being a chapter for 35 years, reviewed their by-laws and had to relinquish their Charter. Smoke also announced at the Fall Conference Banquet that the Lancaster Chapter received a certificate from National for 75 years as a Chapter. Smoke thanked everyone who attended all the trips for the Fall Conference and helped make the Fall Conference a success.

ANNOUNCEMENTS: Glenn Kendig announced that on Thursday, December 2 at 7:00 p.m. Chapter members are invited to come and help decorate the Christiana Station for Christmas. Tom Shenk also announced that the Christiana Freight Station's Open House will be held on Saturday, December 18 from 3:00 p.m. to 5:00 p.m. The Christiana Lions Club will provide free hot dogs for the kids and Santa will make an appearance. The Chapter sales table will also be set up for sales. There will be hay-rides through Christiana starting at 5:00 p.m. On Sunday, December 19, our annual Christmas Chapter Meeting will start at 2:00 p.m. Bring your favorite cookie, snack or dessert to share. Tom Shenk announced that Joan Shearer has next year's Kitchen Schedule, if any members are interested in helping in the kitchen. Volunteers for the kitchen are needed for the January Chapter meeting. Tom Shenk announced that the Chapter gets 350 Strasburg Rail Road tickets a year to sell. Steve Himpls has sold 109 tickets to Alcoa for a total of \$763.00. The Chapter will donate \$1.00 for each ticket sold to the Alcoa Association, who decided the money would be better served by donating the \$109.00 to the LCBC Church. Steve Himpls thanked the Board and Chapter Members for approving the caboos project. Steve Himpls reported that the painting of the Chapter caboos is almost complete. Steve announced that the paint job on the caboos looks almost the same as it did in May, 1976. Tom Shenk announced that January's Chapter Program will be cruise slides of Europe by Dennis Allen. February's Chapter Program will be "Tourist Railroads of Maine" by Tom McMaster. March's Chapter Program will be "The Budd RDC at 60 - A Look Back" by Larry Eastwood. Richard Rutledge announced there was an article in The York Dispatch and the Lancaster New Era on the real Underground Railroad. Richard will give the article to Ed Mayover if he chooses to print it in the *Lancaster Dispatcher*.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:15 p.m. Tonight's program: "The Pennsylvania Railroad in the Harrisburg, Pennsylvania Area" presented by Philadelphia Chapter N.R.H.S. President Frank Tatnall. Next month's Meeting will be our Annual Christmas party.



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

West Chester Railroad Looks to Stay on Right Track - Part I

By Gretchen Metz - Delaware County Daily Times

WEST CHESTER — Staying on track is not an easy task for a tourist railroad, especially one that so far does not qualify for federal funding. Joseph Lake, president of the West Chester Railroad Heritage Association, the non-profit group that operates the equipment on the railroad, sees potential beyond the holiday Santa train or fall foliage runs for the 7.7-mile tourist line that connects West Chester and Glen Mills.

So does Joseph Giacchino, president of Four States Railway, the for-profit company that owns the engines, cars and other railroad equipment. The problem is funding. "Our budget is whatever we bring in — \$120,000, \$100,000, \$90,000," Giacchino said. "Whatever it is, it all goes right back out for maintenance." Lake adds, "every dollar is a struggle."

Even just as a tourist line, West Chester railroad is an important economic driver, according to Giacchino. "We bring 6,000 to 7,000 people to West Chester each year, to restaurants, to buy gas, we keep the area clean, free of graffiti. This was a junkyard," Giacchino said, pointing around the train yard.

The railroad's financial pleas have received some support in Harrisburg. State Rep. Barbara McIlvaine Smith, D-156th, of West Chester, went to bat for the railroad and secured \$35,000 in funding from the Pennsylvania Department of Community and Economic Development.

The money has been spent on a railroad crossing on Cheyney Road. A train crossing refers to tracks that travel over a roadway. The crossing is maintained by the railroad company that uses the tracks. West Chester Railroad has seven crossings that cost roughly \$250,000 to maintain.

Part II will appear in the January, 2011 Lancaster Dispatcher

THIS MONTH'S BANNER PHOTO

One of many Delaware, Lackawanna and Western Railroad post cards with Phoebe Snow touting the merits of riding The Road of Anthracite.

SORRY....

Sorry if you received your mailed Lancaster Dispatcher a bit late in November. Due to the timing of the Fall 2010 N.R.H.S. Conference and Chapter Banquet, the all-volunteer Production Staff, who copies, assembles and mails your Lancaster Dispatcher, was working on other Chapter projects.





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 around Christiana 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



LANCASTER CHAPTER EXCURSION ON THE CAPE MAY SEASHORE LINES
SOUTHBOUND AT 1ST AVENUE, ESTELL MANOR, NEW JERSEY
SATURDAY, JANUARY 30, 2010



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES



DECEMBER



DECEMBER 2, 2010 - Thursday, 7:00 pm - Christiana Freight Station. Decorate the Freight Station and Christmas Tree for the Holiday Open House. Bring your favorite Train Ornament to hang on the tree.

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

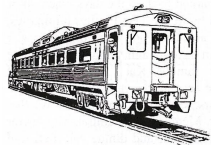
JANUARY

JANUARY 17, 2011 - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting. Dennis Allen will present a slide program of the Lancaster Chapter 2010 European Cruise. If you cruised with us, please bring your photos and slides to share.

FEBRUARY

FEBRUARY 21, 2011 - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting. Chapter member Tom McMaster will present a slide program entitled "Tourist Railroads of Maine." Features present day tourist railroads in the *Pine Tree State*. If you like all-things Maine, this program will take you there. Sorry, however, we won't be serving lobster rolls.

MARCH



MARCH 20, 2011 - SUNDAY, 2:00 pm - Christiana Freight Station. Sunday Chapter Membership Meeting. Larry Eastwood, National Director of the Philadelphia Chapter, N.R.H.S., will present a PowerPoint 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 the 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.

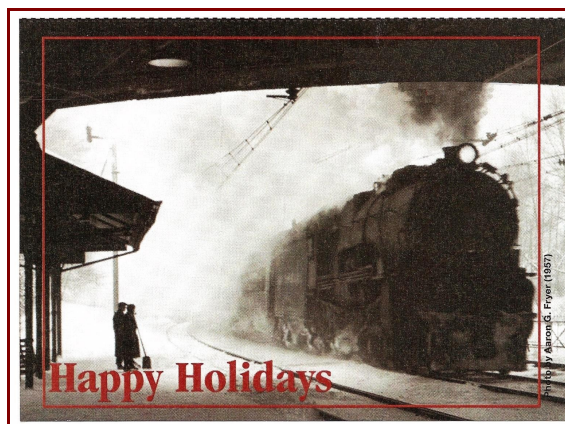
COMING IN 2011

Larry Eastwood and Frank Tatnall have produced another fantastic PowerPoint presentation that any fan of the Reading Company or steam power will love. Entitled "*Reading Iron Horse Rambles, 1959-1964*", it chronicles one of the nation's best publicity and goodwill events of the period - and endeared the Reading Company in the hearts of many loyal fans.

CHAPLAIN CONTACT INFORMATION:

Doris Geesey Email: rscooter2@comcast.net Phone: 717-347-7637

Please keep our Chaplain informed of member news



A PRR K4s DUSTS THE PLATFORM AT OVERBROOK, PENNSYLVANIA - 1957

LANCASTER CHAPTER BOARD of DIRECTORS

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NATIONAL DIRECTOR:	HAROLD SHAAK	717-484-4020

MEMBERSHIP MEETING NOTICE

THE SUNDAY MEMBERSHIP MEETING AND ANNUAL CHRISTMAS PARTY OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON SUNDAY, DECEMBER 19, 2010, STARTING AT 2:00 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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