



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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CLASS G3 PACIFIC NO. 832 DEPARTING ATLANTIC CITY WITH TRAIN NO. 4266.
CIRCA 1936



THE BLUE COMET "The Seashore's Finest Train"

The Blue Comet has been referred to as the "Seashore's Finest Train". Idealized by CNJ president R. B. White in 1928, this train whisked passengers from Jersey City to Atlantic City in about three hours. The Blue Comet would take NY&LB trackage to Red Bank, then follow the Southern Division Main Line to Winslow Junction, where it would travel over the Atlantic City Railroad's (Reading Railroad) tracks to Atlantic City. Three brand new G3 Pacific locomotives were assigned to the train; numbers 831, 832 and 833. The CNJ totally refurbished sixteen cars for Blue Comet service, inside and out. Each train consisted of a baggage car, combine-smoker, coaches, and an observation car. The diner accompanied the early

morning trip to Atlantic City and the evening return to Jersey City. The colors chosen for the Blue Comet were: Packard Blue, which represented the sky; Jersey Cream, for the sandy coastal beaches; Royal Blue, for the sea. Even the locomotives were painted for Blue Comet service. The train's lifespan was from 1929 to 1941, but its legacy continues today. Each car was named for a comet as follows: Diner: *Giacobini*; Combines: *Halley, Encke*; Baggage cars: *Olbers, Barnard*; Coaches: *Tuttle, Holmes, Westphal, D'Arrest, Faye, Spitaler, Winnecke, Brorsen*; Observation cars: *DeVico, Biela, Tempel*.

There were three factors behind the creation of the Blue Comet. First, was to eliminate passenger service south of Winslow Junction, and replace rail service with bus connections. The second factor was to be able to compete with the PRR for Atlantic City passengers. Finally, the CNJ wanted to eliminate a costly Pullman parlor car lease, in which the CNJ had a loss ten months of the year. The Blue Comet would offer extra accommodations at the regular coach fare and have assigned seats so passengers knew exactly where they would sit. The PRR charged extra for its all parlor car Atlantic City Limited and its New York Limited. In addition, the PRR charged extra fees for parlor cars on the Nellie Bly. In addition, the Blue Comet ran on schedule 97% of the time for the first five years. A billboard was put up on the Routes 33/34 overpass at Collingswood listing the times the train would pass that area.



Initially, the Blue Comet was a huge success. The first train was on February 21, 1929 as thousands of spectators along the line came to see the new train. However, as the Depression continued, passenger travel on the line continued to plummet. On April 30, 1933, the Blue Comet was reduced to one daily round trip as opposed to the two round trips being run prior. Also that year, the PRR and Reading consolidated their southern New Jersey routes and formed the Pennsylvania-Reading Seashore Line. An immediate impact was felt on the Blue Comet service. Prior to the merger, the Blue Comet traveled over the friendly Reading's track from Winslow Junction to Atlantic City. After the merger, the PRR owned two-thirds of the trackage. Reports from travelers indicate that Blue Comet information was not readily available at the Atlantic City station. This had the Blue Comet service at a disadvantage, as PRR Atlantic City-New York information was readily available for passengers heading to points north.

Ocean County stops for the Blue Comet included Lakewood and Lakehurst. The Lakewood stop was to pick up and drop off passengers as well as Jolly Tar Trail bus service. The stop at Lakehurst was for people needing a connection for the Barnegat Branch, later replaced by Jolly Tar Trail service during off-peak hours in the early 1930s, and for the locomotives to take on water. For resident of the more isolated sections of the Pine Barrens, who did not have radios or electricity, the Blue Comet provided local residents with a goodwill gesture. The Blue Comet crew would drop off newspapers for the residents, allowing them to keep up with the latest news. Showing their appreciation, the resident would bring baskets of freshly picked berries for the crew. Indeed, the Blue Comet had a positive effect on the lives of the people who lived near the tracks.

As passenger traffic diminished, the G3 Pacifics were pulled from Blue Comet service and other locomotives pulled the train. Frequently, one would find Camelback 592 at the point, or other Pacifics. Pacific 820 was on the point for the only derailment of the Blue Comet. On

August 19, 1939, extraordinarily heavy rains caused a washout at Chatsworth. Though the crew had been informed of a possible washout and reduced the train's speed, the tracks were under too much sand and water and derailed. Reports that one hundred people were killed led to a flurry of ambulances from northern parts of the state. Actually, only forty-nine people were on board, thirty-two of which were injured. The majority of the injuries were minor, results from the flying wicker chairs in the observation car. CNJ crews replaced about six hundred feet of damaged track in approximately forty-eight hours.

Eventually, the Depression and the PRR's direct access to New York took the life out of the Blue Comet. The Blue Comet's last run was on September 27, 1941 from Atlantic City to Jersey City. The Blue Comet's main competitor, the PRR's Nellie Bly, lasted until 1961.

Though many were not fortunate enough to personally experience the Blue Comet, the train will always have a place in our hearts. Whether it's a relative or friend recounting their trips on the train (as my grandfather has), reading about it in books, or even having a model of the train (such as Lionel's or Rivarossi's) running on your layout, the Blue Comet's legacy will not vanish into the sunset. [*octrainguy.com*]



TRIBUTE TO THE LIONEL BLUE COMET BY PROFESSIONAL ILLUSTRATOR MITCHELL MARKOVITZ



THE BLUE COMET DESTINATION BOARD AT THE CENTRAL RAILROAD OF NEW JERSEY'S COMMUNIPAW TERMINAL IN JERSEY CITY, NEW JERSEY



CNJ No. 831 WITH CONDUCTOR JOSEPH T. ROSS AND ENGINEER JOHN WAIT AT JERSEY CITY, NJ IN 1929 - CLASSIC TRAINS COLLECTION



THE BLUE COMET COMMEMORATIVE PLATE BY NOTED ARTIST TED XARAS



JERSEY CENTRAL PUBLIC TIMETABLE DATED SEPTEMBER 29, 1940



THE POWER DIRECTOR

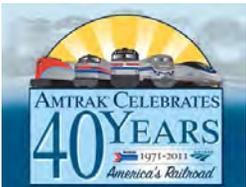
"NEWS FROM THE RAILROAD WIRES"



2011 MEMBERSHIP RENEWALS ARE DUE NOW!

Be Safe - Don't Delay! Please remit your 2011 dues payment to ensure that your payment is properly recorded and your membership is verified by Fernley & Fernley before the March 31, 2011 deadline.

If your dues payment is not received and properly recorded before March 31, 2011, your membership in the N.R.H.S. will be terminated.



Amtrak to Close Last At-Grade Crossings on Keystone Line

With federal stimulus money for high-speed rail in place, transportation officials are pushing forward with projects that have long languished on their to-do list.

Work to eliminate three at-grade rail crossings is now slated to begin early this year. The three crossings — all in Lancaster County — are the last three along Amtrak's Keystone Line between Harrisburg and Philadelphia at which a road crosses directly on the tracks.

Two of those crossings will be closed. The third involves construction of a new bridge to carry the road above the tracks.

Four years ago, Amtrak completed the welding of steel rails along the corridor and installed concrete railroad ties. The changes allowed the trains to travel at 110 mph, but those trains still needed to slow at the at-grade crossings.

The first crossing to be eliminated is on Irishtown Road, in Leacock Township near East Lampeter Township. Plans call for parallel roads to be built on the north and south sides of the tracks.

That work is slated to begin in January and be completed in March 2012 at a cost of \$2.8 million.

In April, work is scheduled to begin for the construction of the new bridge that will carry Eby Chiques Road above the rails on the border of Mount Joy Borough and Rapho Township. The new two-lane overpass is expected to be completed by the end of 2012 at a cost of nearly \$13 million.

Also in April, work is slated to begin on the closure of Newcomer Road where it meets the railroad tracks on the border of Mount Joy Borough and Rapho Township. Instead of the road crossing the rails, a cul de sac will be created. That work is expected to be completed in late November 2012 and cost \$485,000.

Those three projects are being funded from Pennsylvania's \$26.5 million share of federal stimulus money for high-speed rail announced in January. Nationwide, \$8 billion was awarded for rail projects.

The funding and timetable for the projects was announced to Lancaster County Transportation Coordinating Committee members Monday and to members of the Transportation Technical Advisory Committee, a subgroup of transportation planners, earlier.

State and local transportation funds will be used for two related bridge projects in the county, said David Royer, Lancaster County's transportation planning director.

Those are the replacement of the Eby Chiques Road bridge and the

Garfield Road bridge. Both cross Chickies Creek and connect Rapho and West Hempfield townships.

In each case, the bridges being replaced are listed as deficient in state rankings, Royer said. Both of the bridges are narrow, and both are posted with weight restrictions that can prevent heavy trucks, emergency vehicles and buses from crossing.

Royer said those bridges are being pushed to the top of the replacement list because additional traffic is expected from the closure of the at-grade crossings.

Contracts for the replacement projects are slated to be let soon. The Eby Chiques Road bridge is slated to be completed in March 2012 at a cost of \$1.7 million. The Garfield Road bridge is slated to be completed in December 2011 at a cost of \$1.15 million.

Reconstruction has already begun on a third bridge in the area expected to receive additional traffic, Royer said.

The contracts for the replacement of the Newcomer Road bridge over Chickies Creek were let last February. That work is slated to be completed in October 2011 at a cost of \$1.39 million.

"When you put all these bridges together, this has been a long complicated process," Royer said of the upgrades. *[Bernard Harris, Staff Writer - Intelligencer Journal, Lancaster New Era]*

Grant to Delaware Would Fix NEC Choke Point

A \$20 million federal grant to Delaware is being touted by state officials as a stepping stone toward improved commuter rail service, particularly in Newark, Del. But the funding could also alleviate a key pinch point on the Northeast Corridor (NEC), benefitting not just commuter rail but also Amtrak intercity service.

About \$13.3 million of the grant will go toward a \$45 million project that will add a continuous third track between Newark, Del., and Wilmington. The addition would offer added capacity for additional trains now provided by the Southeast Pennsylvania Transportation Authority (SEPTA).

But it would also address Amtrak capacity issues on the NEC. In its Northeast Corridor Infrastructure Master Plan released last May, Amtrak noted, "Capacity is constrained around the two-and three-track bottlenecks in Philadelphia and Wilmington," with such constraints being "particularly evident" in northern Delaware.

Amtrak's report notes SEPTA service linking Philadelphia and Wilmington/Newark "is planned to increase from 18 trains (nine round trips) to 26 trains (13 round trips)" in the future. "Installation of a third track between Yard and Ragan interlockings and a new Orange Street Bridge will provide some relief south of Wilmington Station."

Delaware Transit Corp. Administrator Stephen B. Kingsberry said construction is expected to start early next year and will employ about 115 people, with eventual long-term employment of about 15. Delaware also will share in a \$10 million multistate grant from the Department of Transportation for environmental studies and other planning needed to increase train speeds along the NEC. *[Railway Age Rail Group News]*

Historic Wilmington Train Station Re-Opens

WILMINGTON, Del. — The Amtrak Wilmington Station located at 100 South French Street, opened Dec. 6 to the public following extensive renovation work. Senator Thomas R. Carper, Congressman Mike Castle, Governor

Jack Markell, Delaware Transportation Secretary Carolann Wicks, City of Wilmington Mayor James M. Baker and Amtrak Board of Directors Member Bert Di Clemente welcomed passengers back to the historic station.

"I have been waiting a long time for this day and couldn't be more thrilled to welcome riders back to the Wilmington Train Station," said U.S. Senator Tom Carper. "These renovations marry the past with the future; the historic framework built by Frank Furness combined with the technology of the 21st century. This is a special building and I hope all who travel through Wilmington take a minute to appreciate its beauty. My thanks to everyone who played a role in these renovations and for everyone's patience over the past 19 months. I know we all look forward to seeing the final product early next year."

"The re-opening of the new Wilmington Train Station signifies an important cultural and historic moment for Delaware. Some may see this re-opening as a reminder of the economic and cultural value that this train station brought the city of Wilmington since its original opening decades ago. For those who played a direct part in the renovation of this beautiful station, today's preview signifies the product of years of preparation in addition to hard work and, in many cases, sweat equity. For longtime commuters and advocates like Joe, Tom, and myself, this preview symbolizes not only memories of traveling to and from Washington, but also years of fighting for increased funding, enhanced technology, and better resources to improve this iconic station.

"This beautiful and historic train station, which is a gem for Wilmington and its citizens and one of the most popular and important stations in the Amtrak system, is looking better and brighter every day," said Wilmington Mayor James M. Baker. "In just a few months, the latest transformation of the station will be complete and we'll celebrate this achievement as a community with great thanks to Amtrak and those at the federal and state levels who put in the time, money, energy and creativity to make this happen."

"Amtrak is excited to open this renovated historic facility that will offer passengers increased amenities and a great travel experience," said Amtrak Board of Directors Member Bert Di Clemente. "As America's Railroad, we continue to look for ways to improve our services and increase our customer satisfaction. Amtrak is very thankful to all our partners and the workers that made this project possible and to our customers for their patience throughout this process."

The renovation project will continue through the winter, and provides passengers with a more comfortable and convenient station that features a larger concourse, safety improvements and a new passenger information display system. In addition, the renovation includes track and platform improvements and enhancements to the station's accessibility to people with disabilities.

Funding for the renovation project has been provided by Amtrak (\$5.7 million), American Recovery and Reinvestment Act (\$20 million), the Delaware Department of Transportation (\$2 million) and the Delaware Congressional Delegation through the SAFETEALU Transportation bill and appropriations bills (\$10 million).

The Wilmington Station is the 12th busiest station in the Amtrak system with 696,979 passengers in fiscal year 2010.

A rededication ceremony will be held in March 2011 when construction is complete. *[Edited from Amtrak]*

[No Plans to Purchase any NJ Transit Work Related to the ARC Project](#)

WASHINGTON – The following statement is being issued by Amtrak to make clear its position on the Access to the Regions' Core (ARC) tunnel project:

"Amtrak is not having formal discussions with NJT regarding a joint tunnel project and has no plans to purchase any NJT work related to the ARC project.

"We remain open to exploring ways to expand trans-Hudson passenger

rail capacity with NJT, but Amtrak's primary interest is in advancing Northeast Corridor high-speed rail service.

"As with any potential joint rail project with a commuter rail agency, such a collaboration with NJT would require their commitment to fully fund all costs associated with creating additional commuter train capacity."

[Amtrak's Biodiesel Locomotive Makes TIME's 'Best Invention of 2010' List](#)

What do Apple Inc.'s iPad, improved 3-D glasses and Amtrak's new biodiesel locomotive have in common? All three made TIME magazine's list of the "50 Best Inventions of 2010."



AMTRAK NO. 500 BIODIESEL POWERED LOCOMOTIVE
PHOTO BY RUCKUSRAILS

In April, Amtrak and the Oklahoma Department of Transportation launched a one-year test of a biodiesel-fueled locomotive on the Heartland Flyer route, which operates between Oklahoma City and Fort Worth, Texas. The GE Transportation P32-8

locomotive uses a biodiesel blend known as B20, which contains 20 percent biofuel and 80 percent diesel. In previously conducted stationary locomotive testing, the fuel reduced hydrocarbon and carbon monoxide emissions by 10 percent each, particulate emissions by 15 percent and sulfate emissions by 20 percent. At the end of the test period, Amtrak will take detailed measurements on the locomotive to determine the impact of the biodiesel on valves and gaskets. The railroad also will collect locomotive emissions data for analysis in accordance with the U.S. Environmental Protection Agency's federal test protocols. The test is being funded through a \$274,000 Federal Railroad Administration grant. *[Progressive Railroading]*



[Liberty Limited Rolls Again for Soldiers, Sailors](#)

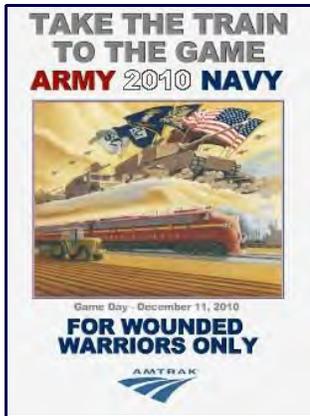
At 1,850 feet—19 private passenger cars and two classic EMD E-8 diesel-electric locomotives in the Pennsylvania Railroad's famous Tuscan Red/gold pinstripe keystone livery—the Liberty Limited was a sight to behold, roaring up the Northeast Corridor at 90 mph on December 11, on its way from Washington D.C. to the 2010 Army-Navy football game in Philadelphia.



2010 LIBERTY LIMITED PASSES BOWIE, MD. ENROUTE TO PHILADELPHIA, PA. - PHOTO BY ALEX MAYES

Inside the gleaming private-varnish consist, with Liberty Limited operator Bennett Levin's Pennsylvania 120 open-platform business/observation car bringing up the markers, were 70 "Wounded Warriors"—U.S. Army, Navy, and Marine Corps personnel from Walter Reed Army Hospital and Bethesda Naval

Medical Center. With them were 25 family members and guests, 24 military support staff, 16 car owners (who donated use of their equipment), 42 food preparation and wait staff, 30 crew members and police officers—"and no politicians or media," according to Levin, who with wife Vivian and son Eric (Conrail's Superintendent of Motive Power and rebuilders and caretaker of his father's 1951-vintage E-8s), has operated this special trip three times at the behest of U.S. military. During the course of the all-day event, there were 225 breakfasts, 160 lunches, and 250 dinners served on board private cars that came from Pennsylvania, South Carolina, Ohio, Minnesota, Wisconsin, Maryland, Connecticut,



Arizona, and New Jersey. This included ground crews from CSX Transportation and Conrail in Philadelphia, on site security and police escorts, and SEPTA drivers. Those who made the 2010 edition of the Liberty Limited possible, or who donated to its operation, included:

- Financial support: Association of American Railroads, American Short Line and Regional Railroad Association, Bachmann Trains, TD Bank, U.S. Army Association, Army War College Foundation, United States Military Academy Graduates

Association, American Association of Private Railroad Car Owners, Juniata Terminal Co., Inc.

- Breakfast: Corner Bakery, Washington, D.C.
- Lunch: Jack's Deli & Catering, Philadelphia
- Transportation: Amtrak, CSX Transportation
- Train servicing: Amtrak, CSX Transportation, Conrail
- In-patient gifts: Jim Daly
- SEPTA buses: Pat Deon
- Books: Simmons-Boardman Books/Railway Age, Kalmbach Publishing
- Hotel rooms: Grand Hyatt, Washington D.C.
- Giclee prints: Silicon Gallery, Philadelphia
- Beverages: Philadelphia Coca Cola, Ellis Coffee, Mueller Distributing

Previous Liberty Limited trains operated in 2005 and 2006. The original Liberty Limited was the Pennsylvania Railroad's premier passenger train between Washington D.C. and Chicago. [*Railway Age Rail Group News*]

TRAINS News Wire reports that Private Cars on the train included Caritas, Southern No. 1, C&O No. 33 Chapel Hill, Dover Harbor, Northern Dreams, J. Pinckney Henderson, Golden Tower, Golden Moon, Imperial Leaf, Birken, Silver Shore, Silver Express, Oliver Hazard Perry, Greenwich Harbor, Greenwich Estate, Mount Vernon, Kitchie Gammi Club, Pony Express, and Pennsylvania 120.

Amtrak Marks Acela Express' 10th Year

In December, Amtrak recognized the 10th anniversary of the Acela Express, the nation's first high-speed passenger-rail service.

In fiscal-year 2010, Acela high-speed trains carried more than 3.2 million passengers and earned \$440 million in ticket revenue. More than 25 million passengers have traveled on Acela during the past decade.

Traveling at speeds up to 150 mph, Acela provides hourly service during peak morning and afternoon rush hours between New York City, Washington, D.C., and intermediate cities. It also provides round-trips between New York City and Boston.

Five Class Is Among Magazine's Top Military-Friendly Employers



Five Class I railroads have landed on *G.I. Jobs* list of the top 100 military-friendly employers for 2011, and four ranked in the top 20. The list includes CSX Corp. at No. 3, BNSF Railway Co. at No. 6, Union Pacific Railroad at No. 12, Norfolk Southern Railway at No. 19 and CN at No. 63.

At CSX, about one in five employees served in the military and many continue to retain reserve or guard status. The Class I supports the Jacksonville, Fla.-based Wounded Warrior Project, which provides programs and services for injured military members to aid their transition

from active duty to civilian lives.

The Class I's human resources group employs a military-specific recruiting plan that calls for involvement at military transition and education offices, reserve units, military panels, National Guard units, career fairs, information sessions and employer panels. [*Progressive Railroading*]



Norfolk Southern Issues 2010 Sustainability Report, Outlines 2011 Environmental Goals

NORFOLK, VA - Norfolk Southern Corporation has issued its third annual sustainability report, available for the first time exclusively on the company's environmental website, *Footprints*, at footprints.nscorp.com.

The 2010 sustainability report describes Norfolk Southern's plans to achieve its new greenhouse gas emission reduction goal and tracks initiatives in responsible economic, environmental, and social performance.

"As you click through our 2010 sustainability report," notes CEO Wick Moorman, "you will read about how our people have embraced responsible business practices that will help ensure the ongoing strength of our company, the livability of their communities, and the quality of their lives. At Norfolk Southern, working toward sustainable economic, environmental, and social performance is more than a corporate goal: It's a way of living."

Blair Wimbush, vice president real estate and corporate sustainability officer, writes in the report that the company will focus on four priorities in 2011. Chief among them, he said, will be working toward the five-year goal of reducing emissions 10 percent per revenue ton-mile by 2014 compared with 2009 emissions. "We will do it through the creative energy and talent of our people, the skillful application of innovative locomotive technology and operating systems, and by realizing the environmental benefits of public-private partnerships to improve our infrastructure and strengthen the nation's competitive transportation advantage."

Other priorities, Wimbush said, will be improving energy efficiency in company-owned facilities, encouraging employee recycling and other programs that support the company's sustainability performance, and continuing to engage communities, "looking for ways to have impact in the areas of conservation, volunteerism, and civic leadership." [*NS Corp.*]



Next NY/NJ Tunnel Idea: Extend No. 7 Subway Line

Rising from years of low-level, behind-the-scenes discussion, a proposal to extend MTA New York City Transit's No. 7 subway line under the Hudson River into Secaucus, N.J., gained public attention with supporters, critics, and observers immediately piling on.

The proposal would extend the No. 7, already being extended from Times Square to West 34th Street and 11th Avenue in Manhattan, under the Hudson River to connect with New Jersey Transit's Secaucus Junction, located on Amtrak's Northeast Corridor (NEC). The extension, if realized, would make MTA NYCT a bi-state operation for the first time, and offer NEC riders (NJ Transit customers and, presumably, Amtrak patrons) access to the Port Authority Bus Terminal and Grand Central Terminal.

New Jersey Gov. Chris Christie, who was instrumental in canceling the proposed \$8.7 billion Access to the Region's Core project, signaled cautious interest. "We've been open to ideas for solving the trans-Hudson dilemma, ideas that are affordable and fair amongst the interested jurisdictions," said Michael Drewniak, a spokesman for Mr. Christie. The federal Department of Transportation has advised New Jersey to repay \$271 million in federal funds committed to the ARC project.

"Extending the 7 line to New Jersey could address many of the region's transportation capacity issues at a fraction of the original tunnel's cost,

but the idea is still in its earliest stages," cautioned Andrew Brent, a spokesman for the deputy mayor for economic development, Robert K. Steel. "Like others, we're looking at — and open to discussing — any creative, fiscally responsible alternatives."

Still, some said New York City Mayor Mike Bloomberg could support the proposal, including with scarce city capital dollars, in part because the extension would expand direct access for New Jerseyans to the Hudson River Development Corp.'s project on Manhattan's West Side, a pet project of the mayor's. Also a potential beneficiary: an \$800 million subway station at 10th Avenue and 42nd Street, an area enjoying substantial residential growth station that was part of the Bloomberg administration's plan for the No. 7 extension, but was cut to trim costs.

The *New York Times* reports that Stephen M. Ross, chief executive of Related Companies and the developer for the Hudson Yards project, spoke to DOT Secretary Ray LaHood enthusiastically about the idea of running the No. 7 to New Jersey. "I think it's a great idea and it could save a ton of money," Mr. Ross said, according to the Times.

New York City officials, backed by Sen. Kirsten Gillibrand (D-N.Y.), had hoped that they could tap some of the \$3 billion pledged by the federal government toward ARC to support the city's Second Avenue Subway project, also under way, but numerous sources tell *Railway Age* that DOT, Federal Railroad Administration officials, and others have stressed such a transfer was not possible legally and, in any case, was fraught with political baggage, exacerbated by the spat over ARC, seen as a contest of political will between Gov. Christie and the Obama Administration.

New York metropolitan passenger rail advocates, including some within the rail supplier community, note the No. 7 extension does have several engineering and physical advantages, despite the potential bi-state political hurdles such a project might face. For one thing, the publicized estimated cost of the project, pegged at about \$6 billion, could be accurate. One source told *Railway Age*, "Using typical tunnel boring machine metrics, a two-tube tunnel under the Hudson [River] should cost in the \$6 billion range."

Other perceived benefits include potential fiscal commitments from New York State and New York City—commitments conspicuously lacking for the ARC project—significant crosstown access to major transit nodes and virtually all city subway lines, and the potential to alleviate crowding conditions for passengers (if not trains) at New York's Penn Station, which a No. 7 extension would bypass. [*Railway Age Rail Group News*]



[NJT/AMT Dual-Power Locomotive Prototype](#) [Spotlighted at InnoTrans](#)



At the biannual InnoTrans exhibition in Berlin, Germany, Bombardier Transportation did a public unveiling of the new ALP45-DP dual-power a.c. catenary/diesel-electric locomotive it is building for New Jersey Transit and Montreal's AMT. The 4,500-

hp locomotive is equipped with twin Caterpillar diesel engines, two-axle trucks, a single operating cab, and a single pantograph. It is designed to operate up to 125 mph, with a 72,000-pound axle load. [*Railway Age*]

[NJ Transit Expands "Quiet Commute" Program](#)

NJ Transit has announced it plans to expand its "Quiet Commute" program to five of its busiest rail lines.

Beginning Jan. 3, NJ Transit added Quiet Commute cars to all peak period, peak direction trains that begin or end their trips at New York Penn Station or Newark Penn Station. The first and last cars of those trains will be designated as Quiet Commute cars on which passengers cannot use

cell phones and must disable the sound feature on pagers, games, computers and other electronic devices. In addition, conversations should be conducted in "subdued voices," according to NJ Transit.

Last September, NJ Transit launched a Quiet Commute pilot on its busiest Northeast Corridor trains. Due to the positive rider feedback, the agency plans to roll out the program system-wide sometime in 2011. [*Progressive Railroading*]



PRR, PRSL & LIRR EVENTS IN JANUARY

Jan. 1, 1900 - PRR begins operation of Lancaster & Reading Narrow Gauge Railroad (Lancaster-Quarryville) under agreement of Nov. 22, 1899.

Jan. 18, 1905 - Fairview (Enola) Yard opens with full force of men; not fully completed until 1906. Renamed Enola on Jan. 25, 1905 to match nearest station and post office.

Jan. 10, 1910 - PRR special committee approves wording of Cassatt memorial tablet and dedicatory tablets in Vestibule of Penn Station.

Jan. 28, 1915 - Old Schuylkill River Bridge on Connecting Railway reopens; integrated with new bridge to form 5-track concrete and masonry arch viaduct.

Jan. 13, 1920 - PRR announces \$100 million improvement program for Pittsburgh area.

Jan. 14, 1925 - PRR Board authorizes purchase of one gasoline railcar for Lebanon Branch.

Jan. 15, 1930 - New 46th Street engine terminal placed in service in West Philadelphia.

Jan. 28, 1935 - Special nine-car train makes first electric run between New York and Washington for guests, including Secretary of the Interior Harold L. Ickes; GG1 No. 4800 hits maximum of 102 MPH near Seabrook, Md.

Jan. 15, 1938 - Regular electric passenger service begins between Paoli and Harrisburg with one round trip; first train is westbound Metropolitan; first eastbound is Pennsylvania Limited.

Jan. 15, 1940 - Eastbound "The Spirit of St. Louis" with streamlined K4s No. 3768 is first PRR train to cross St. Louis Municipal (later MacArthur) Bridge; all PRR trains rerouted from Eads Bridge except locals No. 340-341, which use Washington Street Station.

Jan. 26, 1942 - PRR receives first Baldwin diesel switcher, No. 3907, PRR Class AA6a; followed by 8 more.

Jan. 1, 1945 - Borrowed Norfolk & Western Class J 4-8-4 hauls Broadway Limited from Chicago to Ft. Wayne.

Jan. 30, 1950 - PRR announces introduction of "Keystone Merchandise Service" for LCL freight, including 500 special new box cars, 3,000 containers and expanded truck pick-up-and-delivery service; will restore speed of freight trains to prewar levels.

Jan. 15, 1953 - Brake failure on Federal Express entering Washington Union Station; GG1 No. 4876 and front of first car crash into concourse, demolishing Trainmaster's office, and drop into basement; 41 injured.

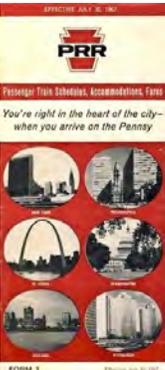
Jan. 23, 1955 - Improved ticket bureau opens on north side of Main Waiting Room at 30th Street Station; includes "Ticketeers" installed in 1954 and other improvements; can deliver a Pullman ticket in one minute, vs. up to one hour for old system.

Jan. 20, 1960 - Passenger Service Improvement Corporation of Philadelphia (PSIC) created as a special non-profit corporation with 11 directors appointed by Mayor of Philadelphia, 1 by PRR, 1 by Reading, 2 by labor unions; takes over "Operation Northwest" and "Operation Northeast"; PSIC will pay railroads a flat fee for improved service.

Jan. 20, 1965 - PRR operates 13 special trains to Lyndon Johnson's inauguration.

Jan. 31, 1968 - Final day of the Pennsylvania Railroad prior to merger with the New York Central System.

CHRISTOPHER T. BAER, HAGLEY MUSEUM AND LIBRARY VIA PHILADELPHIA CHAPTER, PRRT&HS - USED WITH PERMISSION



TIMETABLE 01-11

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

Through March 26, 2011

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

Through Sunday, January 2, 2011

Holiday Festival of Trains in Baltimore at the B&O Railroad Museum. Weekend train rides and photo opportunities with Frosty the Snowman through January 2. Info: www.borail.org/special-events.shtml.

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.

Saturday and Sunday, January 22-23, 2011

The Great Lehigh Valley Train Meet at the Merchants Square Mall, 1901 South 12th St., Allentown, Pa. 18103. Info: www.valleygoto.com/train.

Friday thru Sunday, January 28-30, 2011

NRHS Winter Conference at Williamsburg, Va.

Saturday, January 29, 2011

Wilmington & Western Railroad Photo Charter - W&W 4-4-0 No. 98 pulls a passenger consist plus a night photo session. Info: www.LerroProductions.com.

Saturday and Sunday, January 29-30, 2011

Amherst Railway Society Railroad Hobby Show at the Eastern States Exposition Fairgrounds, 1305 Memorial Ave., West Springfield, Mass. Info: www.railroadhobbyshow.com.

Saturday, February 5, 2011

Super Saturday Streetcar Special XVIII departing Elmwood at 10:00 am with a PCC-2 car and wander the southwest Philadelphia routes and diversion trackage by the Wilmington Chapter, NRHS. Info: www.wilmingtonchaptertrips.com.

Saturday and Sunday, February 5-6, 2011

The Great Scale Model Train Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, Md. Info: www.gsmts.com.

Saturday and Sunday, February 12-13, 2011

"Cabin Fever Days" at Harris Tower by the Harrisburg Chapter, NRHS. Info: www.harrisburgnrhs.org/events.

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.



Jan. 18, 1858 - Lebanon Valley Railroad opened for service between Harrisburg and Reading, Pa.

Jan. 8, 1903 - B&O President L.F. Loree officially announces that B&O and LS&MS have combined to buy control of the Reading.

Jan. 15, 1911 - Hall signals placed in service Allentown to Emmaus Junction, Pa.

Jan. 1, 1955 - Reading begins TOFC service between Philadelphia and Chicago via Alphabet Route.



DECEMBER, 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 Sunday, December 19, 2010. The meeting was called to order at 2:00 p.m. by President Tom Shenk with 49 members present. President Shenk led those assembled in the Pledge of Allegiance. Tom wished everyone in attendance a Merry Christmas.

MINUTES: President Tom Shenk asked for a motion to approve the November meeting minutes. Steve Himpel approved the motion and John Sweigart seconded the motion. The November membership minutes were approved as printed in the *Lancaster Dispatcher*.

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

FALL CONFERENCE: Tom thanked chapter members who volunteered their time at the Fall Conference in November. Tom also announced that the Certificate the Lancaster Chapter received from National at the Fall Conference Banquet is now framed and hanging in the Christiana Freight Station.

NATIONAL DIRECTOR'S REPORT: Smoke Shaak reported that he will be attending the Winter Conference. The January meeting will be held in Williamsburg, Virginia.

ANNOUNCEMENTS: Tom Shenk announced there will be a Chapter Board Meeting on Monday, January 10, 2011. The meeting will be held at Tom's new office - the address is 1044 New Holland Avenue, Lancaster. Some chapter members may know that Tom's Ridgeway office closed in December. Ridgeway and Travel Time merged and now will go under the name Travel Time. Tom will be working for Travel Time. Tom announced that volunteers for the kitchen are needed for the January 17 Chapter Membership Meeting. If any members are interested, please contact Joan Shearer or Eileen Stoll.

ADJOURNMENT: The chapter meeting was adjourned at 2:15 p.m. It was a short membership meeting so members could enjoy our annual Christmas party. January's program will be a slide presentation given by Dennis Allen on the chapter's 2010 European Cruise.

Respectfully Submitted: Donetta M. Eberly - Secretary





LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



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

By Gretchen Metz - Delaware County Daily Times

Off Track

For years, the West Chester Railroad has tried different avenues to secure funding from Washington, but to date the little tourist train has come up empty. Funding for railroads comes from ticket sales, donations and state, county and municipal governments. Federal funding from the U.S. Department of Transportation, however, is for freight lines only, Giacchino explained.

"In Pennsylvania every railroad collects from every one of those sources -- but not us," Lake interjected. To get federal funding the little line would have to become a freight hauler. To do that, the railroad would need a freight agreement with SEPTA, the authority that owns the rail yard and the line's 7.7 miles of track. Both are leased to the Borough of West Chester, though the track runs through several municipalities. Four State Railway leases the rail yard and tracks from the borough, according to SEPTA and the borough.

"We have potential, we're not just for tourists. We're good for the economy of West Chester," Lake said. Potential customers — commuter and freight — include "residents, university students, small business and industry." Industry just slides away when railroads are not available to manufacturers, Lake said, noting Wyeth's exit from the borough.

Lake said freight service to A. Duie Pyle, a trucking company headquartered near the rail yard, and to National Foam, the rail yard's next-door neighbor, would benefit those companies. And that's just for starters.

In all, he said he has identified six or eight potential industrial customers that could use a freight line that connects West Chester to rail lines beyond Chester County.

As for a commuter service to Philadelphia, that's another story. With so many road crossings, the trip would be slow, Giacchino acknowledges. The rail line runs one train trip to Philadelphia each year. Another problem for a commuter line is the abandoned Wawa train station on Route 1 in Delaware County. The station was a stop on the Pennsylvania Railroad's West Chester Line that later became a part of SEPTA's R3 line. The station, and all of those west of Elwyn, closed in September 1986 due to deteriorating track conditions. Wawa Station was demolished shortly after service ended. Giacchino said the Wawa station was to be rebuilt using money from the tolling of Interstate 80. In April the federal government rejected Pennsylvania's effort to place first-time tolls on I-80. Now the Wawa station project is on hold, Giacchino said. In addition, just to upgrade the tracks to passenger standards would cost \$1 million a mile, Lake explained. Lake and Giacchino are pushing for a freight line because that would not need the level of upgrades necessary for a commuter line.

Funding

The railroad's mission for freight, however, could be traveling on a twisted track. Jerri Williams, chief press officer at SEPTA, said the transportation authority must deal with a government entity, such as West Chester Borough. Williams said the borough has not come forward to do that.

If SEPTA wanted a private company to run freight on the tracks from West Chester to Glen Mills and beyond, the contract would have to go out to competitive bid process and Four States Railway would have to compete for that contract, Williams said. That being said, there is a big difference

between a tourist line and a freight line: "train weight, speed, a number of issues to look at before we would put out a bid," Williams said.

Giacchino said Four State Railway has applied for an amendment to the lease it already has in place and is still waiting for an answer.

Meanwhile, Lake said the railroad hears from SEPTA when there is an electrical problem on a line and it can't run its electric engines. Every so often, West Chester's diesel engine is called on to do some work for SEPTA, Lake said.

Ernie B. McNeely, borough manager, said the borough has no objections to Four States running a freight line on the tracks but the borough has no interest in obtaining such an agreement with SEPTA. The railroad has "leased the rail yard and tracks from the borough for some time," McNeely said. "They do a nice job. It's good for them, good for (borough) businesses. It's a nice operation." McNeely said the borough has supported the railroad's state and federal grant applications.

Though there are problems to overcome, the borough would also like to see commuter rail service restored to West Chester. But one again, "it's a question of money," McNeely said.

Berks County Approves Lease with Railroad to Reopen Boyertown-Pottstown Line

The way was paved for the historic 8.6-mile Colebrookdale Spur to begin hauling freight once again when the Berks County commissioners approved a lease with Eastern Berks Gateway Railroad. John K. Howell, Eastern Berks Gateway Railroad president, said the line from Boyertown to Pottstown started operations on October 1.



According to the five-year lease, the county will gradually shift the operating costs to the railroad, with the railroad paying all costs by the end of the lease.

If the railroad generates more than \$15,000 in revenue in any quarter, the railroad will pay the county \$4,125 rent. That money goes into a special fund to be used for future repairs to the line.

Drug Plastics & Glass Co. Inc. in Boyertown was the only customer using the line when the former operators sold it to the county in March 2009 and will be the first customer of the new operators. In the meantime, the company has been trucking raw materials from Philadelphia to Boyertown.

In a written statement, the company indicated the line will enable it to control its raw material supply, continue to be competitive and avert potential disruptions to its manufacturing process and its customers.

Commissioner Mark C. Scott, who handled the lease negotiations, said several other businesses in the Boyertown area are interested in using the line.

The county first bought the line from the state for \$155,000 in March 2001, then sold it a short time later to Penn Eastern Lines Inc. for \$177,000.

Penn Eastern sold it to East Penn Railroad. When East Penn sought federal approval to abandon the line, which connects to Norfolk Southern lines at Pottstown, the county bought it again for its appraised value of \$1.35 million.

The line, which was completed in 1869, passes through Colebrookdale Township, Pine Forge, Douglass Township and West Pottsgrove Township in Montgomery County. [Mary E. Young - Reading Eagle]



Pennsylvania DOT Ponies Up \$32.5 Million for 38 Freight-Rail Projects

On Nov. 10, the Pennsylvania Department of Transportation (PennDOT) announced it will provide \$32.5 million to help fund 38 freight-rail projects in 28 counties.

More than two-thirds of the funding, or \$23.9 million, will come from the 2010-11 Rail Capital Budget/Transportation Assistance Program, which is funded through state capital bond dollars approved in the general fund budget. The remainder will come from the 2011-12 Rail Freight Assistance Program. Both grant programs are administered by PennDOT's Bureau of Rail Freight.

Grant awards include:

- \$3.9 million to SEDA-COG for facility and track construction projects in five locations to meet Marcellus Shale expansion demands;
- \$3 million to Buffalo and Pittsburgh Railroad Inc. to upgrade and rebuild wood trestles, replace mud sills with pilings and improve bridge deck beams to accommodate 263,000-pound freight cars;
- \$1.8 million to the Allegheny Valley Railroad for the second phase of its Glenwood Yard project, including track reconstruction, and rail and tie replacements on two bridge decks;
- \$1.4 million to Allentown Economic Development Corp. to restore a branch line and reconnect a R.J. Corman Railroad Group line;
- \$1.3 million to the Pennsylvania Northeast Regional Railroad Authority to acquire the remaining 6 miles of the Pocono Mainline track (*East Stroudsburg to Delaware Water Gap - Ed.*) for existing traffic and new rail traffic associated with the Marcellus Shale;
- **\$1 million to the Strasburg Rail Road to construct and rehabilitate track, and rehab a rail bridge;**
- \$700,000 to Wellsboro & Corning Railway Co. to reconstruct track and turnouts, install ties and surface track;
- \$378,350 to the Western New York & Pennsylvania Railroad to install new ties, reconstruct rail through three grade crossings and realign a curve to facilitate higher train speed;
- \$308,000 to York Railway to upgrade tracks, realign a siding and replace two crossings on its mainline; and
- \$301,000 to West Shore Railroad Corp. to rehabilitate a rail bridge, including new ties and deck installation. *[Progressive Railroading]*



Progress Rail to Establish Locomotive Assembly Plant in Indiana

Indiana Gov. Mitch Daniels and Progress Rail Services Corp. officials announced Progress Rail plans to create a locomotive manufacturing facility in Muncie. The company expects to operate the facility through a new subsidiary.

A Caterpillar Inc. subsidiary, Progress Rail plans to spend about \$50 million to open the assembly plant — the first locomotive assembly facility in the United States in many years — sometime in 2012, according to the company. The plant will be established in a 740,000 square-foot facility formerly occupied by ABB Power T&D Co., which closed in 1998. Progress Rail plans to build a locomotive test track on the facility's 75-acre campus.

The plant will serve the diesel-electric locomotive market and position Progress Rail to pursue transit-rail business, company officials said in a prepared statement. In addition, the "state-of-the-art facility" will enable Progress Rail to better serve its customers, said President and Chief Executive Officer Billy Ainsworth.

Founded in 1983, Progress Rail manufactures, repairs and refurbishes freight cars, locomotives and track for Class 1s, short lines, passenger railroads and private car owners. The company operates more than 130 facilities in the United States, Canada, Mexico, Brazil, Italy, Germany and

the United Kingdom. In August, Progress Rail acquired Electro-Motive Diesel Inc. *[Progressive Railroading]*

THIS MONTH'S BANNER PHOTO

PRR No. 6180, an SD45, at Milepost 241, East of Horseshoe Curve, on February 10, 1968. Actually, this is a Penn Central locomotive, the PRR-NYC merger becoming effective 9 days earlier, on February 1, 1968.

"GATEWAY TO GOTHAM" PRINT RELEASED

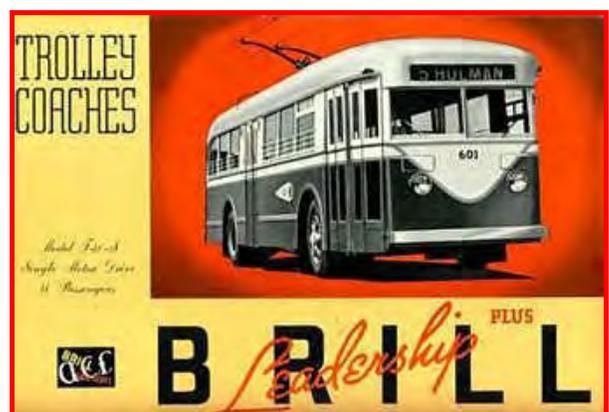


Recalling the glory days of railroading, Peter Lerro has released a new print entitled "Gateway to Gotham" depicting PRR DD1 Nos. 27 and 29 at a relatively new Pennsylvania Station in New York City. The limited edition print is 24"x20" and lists for \$45.00. Further information is available at www.LerroProductions.com

LAST RUN



The Lancaster Chapter Board of Directors and Membership extends sincere condolences to the family of long-time Chapter member Fred Abendschein, who passed away on November 28, 2010 at age 63.



Gremlins in the December, 2010 Lancaster Dispatcher resulted in the deletion of this page, originally Page 9, from the mailed edition - the electronic edition was correct. The Gremlins apologize for any inconvenience caused.

CHAPTER SENIORITY LIST

Traditionally, railroads recognize an employee's years of service milestones. The National Railway Historical Society also honors this tradition. At the Annual Chapter Banquet on November 6th, Lancaster Chapter Second Vice President Glenn Kendig awarded service pins to the following chapter members, who have achieved a significant membership milestone:

25 Years

Harold S. Coldren

Doris M. Hess

Fred R. Muntzer

Dale R. Secker

50 Years

Robert E. McKinstry

Congratulations and sincere thanks for your many years of dedicated service.

Thanks to the following Chapter members who volunteered for the 75th Anniversary Conference and went above and beyond to show everyone why we're the No. 1 Chapter in the N.R.H.S.

Dennis Allen

Cindy Bowers

Ronald Cannon

Doris Geesey

Marlyn Geesey

Frank Harro

Lou Hauck

Linda Himpst

Steve Himpst

Cindy Kendig

Glenn Kendig

Toady Kennel

Fred Kurtz

Ed Mayover

Tom McMaster

Bud Rettew

Evan Russell

Janice Russell

Jane Rutledge

Richard Rutledge

Harold "Smoke" Shaak

Helen Shaak

Clair Shearer

Joan Shearer

Rochelle Shenk

Tom Shenk

David Stambaugh

Lois Stambaugh

Donnie Steffy

Lorrie Steffy

Eileen Stoll

Louis Stoll

John Sweigart

Peggy Sweigart

Your contributions are sincerely appreciated.



PENNSYLVANIA RAILROAD CLASS D16SB No. 1223 ON WATER STREET IN LANCASTER, PA WITH A POLICE ESCORT, ENROUTE TO THE WATT & SHAND DEPARTMENT STORE TO KICK OFF THE CHRISTMAS SEASON IN DECEMBER 1966. NOTE THAT A GALLON OF GULF GASOLINE IS 28.9 CENTS! PHOTO BY JOHN DZIOBKO.



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

JANUARY

JANUARY 10, 2011 - Monday, 7:30 pm - Travel Time Travel Agency Inc., 1044 New Holland Avenue, Lancaster, Pa. 17601 - between Cameron Avenue and Coyle Avenue. Chapter Board Meeting. This is a new location as Ridgeway Travel has closed.

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 2010 European Cruise. If you cruised with the Lancaster Chapter, please bring your photos and slides to share. Passports aren't necessary for this cruise. Bring a friend!

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." A wonderful program about the often overlooked 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 good-will 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*



LANCASTER CHAPTER EXCURSION ON THE CAPE MAY SEASHORE LINES,
TUCKAHOE, NJ - SATURDAY, JANUARY 30, 2010
BOTH PHOTOS BY CURT HUDSON, CAPE MAY SEASHORE LINES



LANCASTER CHAPTER EXCURSION ON THE CAPE MAY SEASHORE LINES,
TUCKAHOE, NJ AWAITING DEPARTURE SOUTH TO WOODBINE, NJ
SATURDAY, JANUARY 30, 2010

LANCASTER CHAPTER BOARD of DIRECTORS

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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JANUARY 17, 2011, 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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