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## PRR No. 460 - The Lindbergh Special Engine

FROM THE RAILROAD MUSEUM OF PENNSYLVANIA WEBSITE - GRAPHICS FROM THE COLLECTION OF THE EDITOR



The E6 passenger locomotive, as exemplified by the Railroad Museum of Pennsylvania's No. 460, was the first major class of Pennsylvania Railroad steam power developed under carefully thought out scientific principles. Designed by Alfred Gibbs, General Superintendent Motive Power Lines East, the E6 was developed to cope with the heavier all-steel passenger trains that were entering service on the PRR in the early 1900s.

Not satisfied with the K2 Pacific (4-6-2) developed by his Lines West counterpart, David Crawford, Alfred Gibbs set out to design a locomotive that would be less massive and lighter than the K2, but would retain the K2's power output. He believed that the four-driver Atlantic type (4-4-2) was still a valid concept for the PRR's high-speed passenger service between New York and Washington, but he also

realized that the existing E2 and E3d class Atlantics were too underpowered for the new fleet of all-steel trains.

Gibbs found the solution to the problem after studying the performance of the new H8 class Consolidation type (2-8-0) freight engine introduced in 1907, which employed the largest boiler ever applied to a PRR locomotive up to that time. According to his calculations, a similar-size boiler applied to an E3d frame would produce the desired results.

Starting work in 1909, Gibbs drew up specifications that duplicated the E3d's cylinder size, boiler pressure, driver diameter, and firebox grate area, but called for a larger boiler to take advantage of the 55.5 ft grate area.

In designing the new boiler, Gibbs worked carefully to achieve optimum proportions to meet the anticipated steam demand. The outer shell of the boiler was modeled after the H8, but internally, it differed, having 460 two-inch-diameter tubes that were 13 feet 8 inches long.

Convinced that the K2 Pacific was much too heavy and thus sluggish at speed, Gibbs carefully calculated the weight on the E6 drivers to obtain an engine that was neither too light and slippery, nor too heavy as was the K2. Gibbs searched for innovative ways to reduce overall engine weight. One was the valve system that employed a "lightweight" Walschaerts valve gear and hollow steam-valves formed from specially heat-treated steel to provide strength.

To ensure that his new creation tracked well at high speed, Gibbs installed a novel suspension system that equalized the front pilot truck and the first set of drive, wheels separately from the rear drive wheels and the trailing truck. This resulted in an exceptionally smooth ride and greatly lessened rail head pounding by the drivers.

The first E6, No. 5075, emerged from the PRR Juniata Shops in Altoona in December 1910, closely followed by Nos. 89 and 1092. The latter was equipped with Young rotary piston valves in an effort to reduce fuel consumption, but it was discovered that complicated maintenance and high repair costs negated fuel savings, and the Young system was replaced by the Walschaerts valve gear.

Both Nos. 89 and 1092 were equipped with a superheater that produced a significant improvement over the initial design of No. 5075. Based on a Baldwin Locomotive Works device, the superheater was a system of tubes that loop back into the boiler flue tubes to further heat the steam adding more energy to the steam. The "superheated" steam enabled the engine to operate on less steam, reducing both coal and water consumption resulting in significant operating economies.

The effect of the superheater on the E6 design was astounding. During four years of testing at the PRR Altoona Test Plant, the superheated E6 demonstrated a 30% increase in power, with a corresponding 23% to 46% drop in water and coal consumption, depending on train weight and track gradient. By late 1913, the new E6 had been scientifically refined to the point where fleet production was justified. Following approval by the PRR Board of Directors, Alfred Gibbs supervised the construction of 80 more engines, which were placed in service between February and August of 1914. The first production locomotive, No. 1794, was assigned to the Philadelphia Division for service on the PRR's top "name" trains, including the *Broadway Limited* and the *Manhattan Limited*. The Museum's engine -- No. 460 -- was the last E6 to roll from the production line.

### DESCRIPTION OF No. 460

The most noticeable part of the engine is its massive boiler which measures 85.5 in. diameter at its widest point. Designed to operate at 205 psi of pressure, the boiler contains 460 two-inch-diameter, 15-foot-long boiler tubes that provide 3,509 square feet of heating surface. A Belpaire-type firebox provides 54.7 square feet of grate area for the combustion of coal. Immediately below the smoke stack is a pair of 23.5 x 26 (inch-diameter x inch-stroke) cylinders -- one on each side. The smaller diameter upper cylinder contains the steam-valve that is operated by the lightweight Walschaerts valve gear.

The valve gear enables the locomotive engineer to control the engine running direction and by setting the valve timing (cut-off) control the engine's power. Looking at one side of the locomotive, the main drive-rod connects the piston-rod/crosshead to the main crank-pin on one of the two pairs of 80-inch-diameter drive-wheels. The axle-link (side-rod) drives the second pair drive-wheels. All running gear is carefully counterbalanced for safe operation at high speed. Immediately preceding the drive wheels is a two-axle pilot or pony truck with 33.5-inch-diameter wheels. This assembly safely guides the locomotive into curves and through switches. Behind the drive wheels is a trailing truck with a single 50-inch-diameter wheel set.

Unlike the pilot truck, a carryover from the earlier E2 and E3d engines, the trailing truck was specifically designed for the E6. It features a cast single-piece truck frame with integral brackets that secure key components, such as brake rigging, pedestals, and friction plates. This KW truck, as it was known, is a great improvement over earlier designs where parts were merely bolted to a fabricated frame and thus were subject to loosening because of constant vibration.

Located above the KW truck, just forward of the cab on each side, are long, narrow cylindrical air reservoirs that store air for the braking system. These tanks are supplied by an air compressor located on the fireman's side of the engine just above and between the main drivers. Directly above the air reservoir on the engineer's side is a long steel bar running from the cab to the valve gear. This is the control rod for the reversing system. Unlike most PRR steam locomotives in the Museum Collection which have air-powered reversing devices, No. 460 has a manual system controlled by a large hand-turned wheel in the cab. Although obsolete even by 1914 standards, the manual reverse remained in use on all E6 engines until their retirement in the early 1950s.

The double-window cab is also a carryover from prior Pennsylvania Railroad engine classes. The E6 class was the last to use this type of cab. Also, unlike most of the engines in the Museum Collection, the E6 is not equipped with an automatic stoker. To the very end of their operations, the E6 locomotives depended on the strong backs of their firemen for coal supply.

Attached to the locomotive is its tender, which holds 16 tons of coal and 7,150 gallons of water. Known as a water bottom type because of the location of the water below the coal bin, the E6 tender was classified by the PRR as a type 70-P-66. This designation refers to the 7000-gal water capacity, passenger service assignment, and the 66-in. height of the firing deck above the railhead.

Two interesting features of the tender deserve mention. First, there is an air-operated water scoop attached to the tender floor and visible between the two trucks. Controlled by the fireman via a lever on the tender deck, the scoop could be lowered into a water-filled trough installed between the rails of the track at strategic locations. This enabled the locomotive to pick up water "on the fly," thus eliminating the need for time-consuming water stops en route. Second, the E6 tender introduced a new type of truck assembly that was called the "dolphin beam" type because it emulated the sleek swimming motion of a dolphin as it moved over switches and rough sections of track.

### NO. 460'S LIFE AT WORK

There is considerable documentation covering the history of E6 No. 460 prior to its final movement to Strasburg for display in the Railroad Museum of Pennsylvania. Along with most of the E6 fleet, the locomotive initially was assigned to passenger service east of Harrisburg. Nearly half of the fleet, including 460, were assigned to the PRR's New York Division, operating out of the Meadows enginehouse in New Jersey, adjacent to Manhattan Transfer, where DD1 electric locomotives replaced steam for train movements under the Hudson River to and from Penn Station in New York. Between their construction in 1914 and their replacement by the larger K4 Pacifics (4-6-2) in 1920, the E6 locomotives were the premier passenger engines on the PRR's prestigious New York-Washington "corridor" run.

After 1920, the E6 engines, among them No. 460, were relegated to secondary service, including the hourly 'clocker' locals between New York and Philadelphia. During this period, because of their outstanding speed characteristics, the E6 locomotives were also assigned to special charter runs. It was in this service that the Museum's E6 No. 460 earned its lasting fame.

### THE FAMOUS RACE THAT GAVE IT ITS NAME

In May 1927, a young ex-Army Air Corps pilot, Charles A. Lindbergh, made the first successful non-stop solo flight across the Atlantic Ocean from New York to Paris, and thus became the world's hero of the hour. Upon his return to the United States (by ship), "Lucky Lindy" was summoned to Washington on June 11 by President Calvin Coolidge for an official welcoming ceremony during which he was promoted to colonel and awarded a medal for his remarkable feat.

In those pre-television days, such events were filmed by news organizations and prints distributed to movie theaters across the country from New York where most news films were processed. Manhattan's famous theater district usually was first to receive the newsreels, and producers sought to "scoop" the competition by being first on screen with the latest news.

The International News Reel Company engaged the Pennsylvania Railroad to rush their film of



the tumultuous Lindbergh reception ceremonies to New York by special train. To gain a “leg up” on their competitors who hired airplanes to fly film to New York for processing, International leased a B60 baggage car and converted it to a rolling film studio where the raw film was processed, edited, and copied en route. This enabled them to rush finished reels directly to theaters when the special arrived at Penn Station. (International had done this once before with films of President Coolidge’s inauguration in 1925.)

Any available PRR passenger locomotive could have been assigned to head the “Lindbergh Special, but E6 No. 460 was chosen because it was fresh from an overhaul at the Wilmington Shops. At 12:14 pm on that June day, No.460, tied to the converted B60 baggage car and a lone P70 passenger coach, set out for New York 216 miles away. With orders to run as fast as safety allowed, the special and its elite crew made railroad history. Within minutes of leaving Union Terminal, the train was doing 95 mph. Slowing briefly through Baltimore, it was soon back up to a steady 85 mph. At one point, an airplane chartered by a rival film company swooped down, buzzed the train for a short distance, wagged its wings in salute, and sped off north, presumably well ahead in the race.

The special, in the meantime, was forced to make an unscheduled water stop near Wilmington because the tender scoop failed to drop properly. The three minutes needed to take on water allowed the crew to repair the scoop, and the special was off again, roaring through Marcus Hook and Chester at speeds up to 115 mph -- the highest of the trip. Temporarily slowed by curves and traffic through Philadelphia, the train quickly regained speed, averaging 85 mph over most of the last lap to Manhattan Transfer, where it finally screeched to a halt at 3:10 pm.

No. 460 had made the 216-mile run from Washington in two hours and 56 minutes -- a new record. A DD1 electric engine took over for the final dash under the Hudson to Penn Station. There, ten canisters of finished film processed in the baggage car were rushed by taxi under police escort to local theaters. Within 15 minutes of the Lindbergh Special’s arrival, scenes of “The Lone Eagle’s” triumphant return were projected on Manhattan screens—an hour before other films of the same event were screened, thus giving birth to the legend that E6 No. 460 had actually outraced the airplanes.

After being cut from its train, No. 460, forever after known as the “Lindbergh Engine,” ran light to the Meadows enginehouse for inspection prior to its return to routine service. The locomotive continued to operate out of Meadows until March 1937, when it was loaned to the PRR’s subsidiary Long Island Rail Road, assigned to the Morris Park Enginehouse in Queens. A frequent assignment was heading LIRR summertime express runs on the Jamaica-Montauk Point mainline. These trains served an “upscale” clientele traveling to the various prestigious vacation communities on the eastern tip of Long Island.

In January 1939, No. 460 returned to the PRR for service on the New York Division, although it was occasionally used on the Long Island as a short-term “loaner.” In the spring of 1942, the engine was transferred to the Atlantic Division, where it served on a variety of commuter and secondary runs between Camden and Bay Head, New Jersey, via Toms River.



No. 460 was leased to the Pennsylvania-Reading Seashore Lines (PRSL) in 1953 for commuter service out of Camden, along with summer assignments on the Ocean City-Tuckahoe shuttle runs that connected with Philadelphia-Wildwood mainline express trains. The photo at left shows No. 460 on the turntable at Atlantic City.

Back on the PRR Atlantic Division in January 1954, No. 460 once again returned to the public spotlight when it headed a widely publicized railfan excursion between Newark and Atlantic City. Specifically requested for that event, the “Lindbergh Engine” hauled several-hundred admiring rail enthusiasts on the last passenger train to traverse the venerable Camden & Amboy branch between South Amboy and Camden (the route of the original John Bull, a replica of which is displayed at the Museum). When the special reached PRSL tracks, the crew opened up the old locomotive, topping 80 mph at several points along the line to Atlantic City. After returning the railfan special to Newark, No. 460 resumed its regular Camden-Pemberton commuter assignment until October 1955, when it was finally retired.

### **RETIREMENT AND PRESERVATION**

On January 11, 1956, No. 460 was officially dropped from the active equipment roster and transferred to the growing Pennsylvania Railroad Historical Collection at Northumberland, Pa. Stored inside an unused portion of the roundhouse, the engine was left to deteriorate by the financially strapped PRR -- then nearing bankruptcy.

While awaiting an uncertain future in Northumberland, the once-famous “Lindbergh Engine” found a friend, a former PRR management trainee named William Volkmer, who had been assigned to the facility as a general foreman. A devoted steam enthusiast, Volkmer took an instant liking to the venerable old speedster, and saw to it that the engine received periodic lubrication and paint touchup whenever shop workloads permitted.

Meanwhile, an event was taking shape that would ensure the ultimate preservation of this and other now-priceless artifacts of the steam era. In 1963, the Pennsylvania State Legislature passed a bill establishing an official state museum of rail transportation. To be administered by the

Pennsylvania Historical and Museum Commission (PHMC), the new facility was scheduled to receive a significant portion of the PRR’s

now-extensive (and famous) historical collection of locomotives and rolling stock, including E6 No. 460. The remaining portion of the collection reportedly would go to the National Museum of Transportation in SL Louis.

When word of the pending disbursement of the PRR Historical Collection made the rounds, a group of New York area railfans, led by well-known enthusiast Ron Ziel, sought to persuade the PRR to donate No. 460 to a proposed tourist railroad and theme park to be built on Long Island. PRR Vice President David Smucker, citing an agreement to place the locomotive in the yet-to-be-constructed Railroad Museum of Pennsylvania, referred the New York group to Bureau of Museums Director William N. Richards. Director Richards, in rejecting Ziel's request for transfer of No. 460 to the proposed Long Island enterprise, stated that the PHMC would "stick firmly to our original plans and make No. 460 a part of the permanent collection." He further stated that "this particular locomotive is of great importance to the series which we intend to display."

With its future home thus assured, preparations were made to move No. 460 and the other locomotives in the collection to the new museum's site at Strasburg. On October 4, 1969, a "train of locomotives" that included the "Lindbergh Engine" left Northumberland for the last time. Unfortunately, No. 460 developed an overheated pilot truck journal bearing and had to be cut from the train at Harrisburg. After repairs were made, No. 460 rejoined the collection at Strasburg several days later.

The Railroad Museum of Pennsylvania opened its doors to the public in 1975, and E6 No. 460 was placed on prominent display in a highly visible location in the trainyard, along with a number of other Pennsylvania Railroad locomotives, including K4 No. 3750 and M1b No. 6755. However, the state still did not legally own the Pennsylvania Railroad Historical Collection because of complicated bankruptcy proceedings involving the Penn Central Transportation Company which had been created by the merger of the PRR and the New York Central in 1968. During the decade between the collection's movement to Strasburg and the final legal agreement that transferred official title to the collection to the Commonwealth, the locomotives and cars in the trainyard gradually deteriorated under continued exposure to the elements. By then, No. 460 was badly rusted and its boiler jacket and tender in dire need of major sheet metal repairs.

In 1982, a volunteer Museum support group called the Friends of the Railroad Museum was organized and chartered the following year by the Commonwealth. One of the FRM's specific objectives was to provide essential labor and funding to begin the cleaning, stabilization, and cosmetic refurbishment of the outdoor exhibits. In that same year, a Lancaster County rail enthusiast, William George Homer, teamed with Museum Curator Benjamin F. G. Kline to begin the removal of several decades of rust, grime, and faded paint from the E6.

By the fall of 1984, with the help of FRM volunteers, the "Lindbergh Engine" refurbishment was complete. The locomotive had been thoroughly cleaned, holes in its boiler jacket patched, rotted wooden window frames and doors replaced, and coats of rust-inhibiting primer applied. New plates of sheet steel were welded to fill the long gashes on both sides of the tender. A 1920's style headlight and marker tights were installed, along with a replicated steel keystone number plate and builder plates (the originals are secured inside the Museum).

After several applications of standard PRR Brunswick Green paint, No. 460 once again resembled the famous "Lindbergh Engine" in its prime. To further commemorate its memorable feat, No. 460 was removed from the place it occupied for so many years and was coupled to a refurbished B60 baggage car and a P70 coach located on the main display track along the trainyard fence -- a reincarnation of the illustrious *Lindbergh Special* that ran to fame in June of 1927.

Since then, it has been relocated several times on the museum property, and has undergone additional restoration work. In 2008, with its asbestos cladding having been fully removed to current standards, the Friends of the Railroad Museum once again demonstrated its commitment by undertaking a special fund raising campaign to complete the full cosmetic restoration of this amazing locomotive. That, however, is another story....

#### No. 460's VITAL STATISTICS

Engine weight: 243,000 lbs.

Tender weight: 167,650 lbs.

Cylinders: 23 ½ x 26 inches

Driver diameter: 80 inches

Boiler pressure: 205 psi

Heating surface: 3509 square feet

Tractive force: 31,275 lbs.

Tender capacity, coal: 15.8 tons

Tender capacity, water: 7150 gallons

Atlantic Class wheel arrangement: 4-4-2

Built 1914 at PRR Juniata Shops; retired 1955

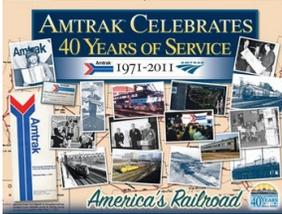
Major claim to fame: spectacular race against a plane in 1927





## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### New Station to be Built on Amtrak's Keystone Corridor

MIDDLETOWN, Pa. — The Pennsylvania Department of Transportation announced Dec. 6 that it would construct a new station in Middletown for Amtrak's Keystone Service. The agency, in partnership with the Dauphin County

Redevelopment Authority, reached a purchase agreement for land on West Main Street for \$2.3 million, which includes road access and utility work.

The site is near the Penn State Harrisburg campus and Harrisburg International Airport. Students will be able to walk across the street to the station, which will cost \$32 million, including track work and platforms with elevators to make it disabled-accessible.

A public meeting is planned in early 2011 to gather community input on design and other project considerations. A construction date has not been set. Baker Engineering has been retained to design the station.

Amtrak's Keystone Service carried 1.27 million riders between Harrisburg and Philadelphia from July 2009 to June 2010. The Middletown station is part of a larger planning effort called "Plan the Keystone," to enhance service and strengthen communities along the train route.

Station information and research and workshop materials are available at [www.PlantheKeystone.com](http://www.PlantheKeystone.com). [TRAINS News Wire]



### Virtual Tour of New CSX Intermodal Terminal Available

BOWLING GREEN, Ohio — Wood County Economic Development has created a virtual tour of CSX's new intermodal terminal in North Baltimore, Ohio. You can see the video at <http://www.woodcounty.com>.

The North Baltimore terminal will serve as a sorting site for intermodal business bound for points around Chicago and to the west. It'll also serve as a truck-to-rail transfer point. [TRAINS News Wire]



### Norfolk Southern CEO Wick Moorman Named Railway Age Railroader of the Year

Charles W. "Wick" Moorman, Chairman, President and Chief Executive Officer of Norfolk Southern Corporation, has been named 2011 Railroader of the Year by railroad industry trade journal *Railway Age*.



"Wick Moorman provides the strong leadership that has enabled Norfolk Southern to make great strides in areas that are critical to the future of the railroad industry," said *Railway Age* Editor William C. Vantuono. "In addition to performing solidly, controlling costs, improving productivity and continuing to invest in growth capital in a recessionary economy, Norfolk Southern has excelled in technological innovation and development of public-private partnerships. Among the many examples of these

accomplishments are the railroad's building and testing of an all-electric, battery-powered yard locomotive and opening the Heartland Corridor, a major intermodal artery developed in partnership with several states. Norfolk Southern is strongly positioned for growth and is an example of why railroads are increasingly the mode of choice for the nation's transportation needs. This is why we have chosen Wick Moorman as our 2011 Railroader of the Year."

### Virginia and Norfolk Southern Sign Landmark Agreement for Passenger Rail Service

RICHMOND - Governor Bob McDonnell announced that the Commonwealth of Virginia and Norfolk Southern Railway Company have signed a landmark agreement that is an important step toward bringing daily intercity passenger rail service back to Norfolk for the first time since 1977. The round-trip train will link Norfolk with a single-seat ride to Richmond, Washington, D.C., and cities as far north as Boston.

The agreement provides for the speedy upgrading of Norfolk Southern tracks between Norfolk and Petersburg so that they are suitable for use by passenger trains. Funded by an \$87 million Rail Enhancement Fund grant, the projects include upgraded signaling, track extensions and connections, passenger train turning and servicing facilities, and a track and platform near Norfolk's Harbor Park for the passenger train. Also included is construction of a new connection between Norfolk Southern and CSXT tracks near Petersburg. These improvements will enable passenger trains to run on Norfolk Southern's busy Heartland Corridor route. Norfolk Southern will work with the Virginia Department of Rail and Public Transportation (DRPT) to complete the work outlined in the agreement. The project is already being designed, and construction will begin in 2011.

The Commonwealth continues to make progress on the necessary agreements for improvements to CSX track and with Amtrak. These agreements must be in place before new intercity passenger rail service can begin.

### About the Norfolk-Richmond-Northeast Corridor:

The Virginia-Norfolk Southern partnership is designed to restart rail passenger service in the corridor between Norfolk, Richmond and the Northeast. The trains will be part of Amtrak Virginia regional service, and will operate at speeds up to 79 mph between Norfolk and Petersburg. Additional departures will be introduced as funding allows.

The route between Norfolk and Petersburg is part of Norfolk Southern's Heartland Corridor, the primary rail route serving the Port of Hampton Roads. The Heartland Corridor opened to handle double-stacked container trains in August 2010, providing a more direct route between Norfolk and the Midwest. [Edited from Norfolk Southern Corp.]

### High Winds Derail Intermodal Train on Rockville Bridge

HARRISBURG, Pa. — Winds gusting up to 50 mph were the apparent cause for the derailment of a westbound Norfolk Southern freight train on the famed Rockville Bridge west of Harrisburg around 4:20 p.m. on December 27, 2010. A number of shipping containers on the double-stack train toppled off the cars, and two landed in the Susquehanna River.

Amtrak's westbound *Pennsylvanian* was terminated at Harrisburg, and passengers en route to Pittsburgh were bused. Contractors and Norfolk Southern crews began work to clear the three-track bridge, a vital link in the NS east-west route, and officials had the line reopened by Tuesday



afternoon, December 28. NS spokesman Rudy Husband told the *Patriot-News of Harrisburg* the 48-car train was headed for Chicago when a strong gust of wind apparently caused the train to derail, dumping containers onto the tracks. The two boxes that fell into the river will remain until after NS confers with state officials. Essential freight trains were detoured until the line was cleared. [TRAINS News Wire - Photo from The Patriot-News]

#### Norfolk Southern's Pier 6 Achieves its Second Largest Coal Loading

NORFOLK, VA. -- Norfolk Southern has completed loading the second largest cargo in the history of its Pier 6 coal transloading facility at Lamberts Point in Norfolk.

On Dec. 27, 2010, Norfolk Southern finished loading 155,522 net tons (141,089.268 metric tons) of coal into the M/V Cape Provence, destined for ArcelorMittal in Flushing, Netherlands. The coal came from various mines in 1,487 railroad coal cars. Capes Shipping was the ship agent/broker.

The Cape Provence loading was just shy of the record 157,645 net tons for the M/V Irongate in 1998.

Norfolk Southern has been transferring coal and coke from railroad cars into ocean-going export and domestic vessels in the Lamberts Point area since 1884, when it opened Pier 1. In the first half of the 1900s, new Piers 2-5 featured improvements in speed and capacity and even loaded coal into a number of famous vessels, such as those used in Admiral Byrd's 1933 Antarctica expedition.

Pier 6 opened for business in 1962 as the hemisphere's largest, fastest, and most efficient transloading facility. In 1999, Pier 6 dumped its billionth ton of coal and became the only facility in the world to have reached that milestone.

Most of the coal moving through Pier 6 originates in Southwest Virginia, Southern West Virginia, Eastern Kentucky, Pennsylvania, and Alabama. It is shipped to several dozen countries as well as to coastwise domestic receivers. Pier 6 is situated with access to Hampton Roads' deep 50-foot channel, which allows modern vessels to make productive use of their large holds. [Norfolk Southern Corp.]



#### New York-Atlantic City ACES Rail Service Suspended for Winter Due to Low Ridership

The rail line connecting New York gamblers to Atlantic City casinos is eliminating service between Jan. 14 and May 13 due to low winter ridership.

The 2-year-old Atlantic City Express Services, or ACES, train run will resume two weeks before Memorial Day weekend and run into the fall.

Three gaming halls - Caesars Atlantic City, Harrah's Resort and Borgata Hotel Casino & Spa - started the rail service about two years ago as a way to lure New Yorkers with a luxurious 2½-hour train ride to Atlantic City's gaming halls. Representatives from Borgata and Caesars Entertainment Corp., which operates Caesars and Harrah's, did not comment on the decision.

In a statement, ACES officials said the number of riders in the summer meets projections, but the slowdown in the winter prompted the decision to eliminate service for four months. The train service has not turned a profit since it started in February 2009. It lost \$5.9 million its first year, prompting the Casino Reinvestment Development Authority to add \$2 million in funding to subsidize operating costs. The CRDA said last year it would provide no more money to the train.

Cara O'Donnell, spokeswoman for ACES, wrote in an e-mail that the train "serves a greater role beyond profit generation" and is a marketing tool for the casinos and Atlantic City. Exact ridership and revenue figures for the train are not routinely made public. O'Donnell said cutting service during the winter will help offset the financial performance of the train.

O'Donnell said ridership in the summer averaged 90 percent capacity on peak trains.

The original investment for the casinos to start the train service was \$19 million, including the price of eight luxury, leather-seated trains, casino officials said. The CRDA also contributed \$4.5 million in funding.

The ACES train is a double-decker train, with coach prices ranging from \$29 to \$69, first class for an additional \$20, and lounge prices ranging between \$200 and \$300, plus current rail fare. The fares were reduced in 2009 to draw more customers.

When in service, the train runs Fridays to Sundays from Penn Station in New York City to Atlantic City with a stop in Newark. The train schedules have been changed in past. In December 2009, the train service cut back the number of weekend train trips from 18 to 11 to reflect the winter slowdown.

"With several schedule changes in our first two years of operation, we decided that a seasonal run would best suit our riders and our partners, similar to seasonal schedules that New Jersey Transit and other public transportation services provide to their customers," O'Donnell said.

The train service was started with a plan to run it on a three-year trial basis.

O'Donnell said it is too early for longer-term decisions on whether the train will continue to run after the three-year trial. It is likely that if the train does continue after this year, service would remain seasonal. [Brian Ianieri Staff Writer - PressofAtlanticCity.com]



#### Alstom Lands PATCO Car Overhaul Contract

The Delaware River Port Authority has awarded a \$194.2 million contract to Alstom Transportation Inc., Hornell, N.Y., for overhaul and upgrading of its aging 120-car PATCO rapid transit car fleet. The largest capital improvement project in DRPA history, the contract includes \$69 million in Federal Transit Administration funding.

More than half the PATCO fleet—74 cars—date back to the opening of PATCO in 1969. The remaining cars were placed into service in 1980. "Many of the car components and systems are no longer supported in the industry and, for years, PATCO has had to either produce parts in house or obtain them from agencies retiring similar technology in order to keep the fleet operational," said PATCO President John J. Matheussen. "This is one of the most important projects the DRPA or PATCO will ever undertake. Once the work is completed the riding experience for our customers will be greatly enhanced."



Alstom's work will include new brake, propulsion and signaling systems; door controls; HVAC systems; lighting, signing, and messaging systems; and new floors. The work also includes enclosing the operator's cab, adding an onboard diagnostic system, ADA improvements, and all-new modern interiors including new seats. PATCO

General Manager Bob Box said it will take about two years for Alstom to prepare the final design of the overhaul work and incorporate the overhaul repairs and modifications into prototype cars. "Once the prototypes are accepted, rehabilitation of the rest of the fleet will begin and that process will take about three years," he said. "This major fleet overhaul is the most

cost effective way to deal with the issue since replacing the cars was estimated to be considerably more expensive. Also, all assembly work will be done in the U.S." [Railway Age Rail Group News]

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN FEBRUARY

**Feb. 1898** - PRR introduces a bill in the Virginia Legislature to incorporate the Washington Terminal Company, which is to operate and improve the tracks between B&P Station and Alexandria, including the Long Bridge.

**Feb. 26, 1900** - PRR announces award of contract for double tracking and elevating the Waverly & Passaic Branch and the grading of a new double track passenger line between Harrison Jct. and the Hackensack River.

**Feb. 8, 1905** - PRR Board authorizes listing PRR on Berlin, Hamburg and Frankfurt am Main stock exchanges.

**Feb. 1908** - Automatic block signals extended from Wawa to Oxford, Pa. on Octoraro Branch.

**Feb. 13, 1910** - PRR announces it now has 324 all-steel passenger cars in service: 245 coaches, 21 combines, 10 diners, 29 baggage cars, 18 postal cars and one office car.

**Feb. 21, 1915** - Position-light signals placed in service between Bryn Mawr and Devon, Pa.

**Feb. 15, 1918** - PRR signs permanent trackage rights agreement with New Haven; New Haven is to operate New York Connecting Railroad and over PRR into Penn Station - New York.

**Feb. 9, 1920** - PRR Committee on Organization approves dividing the system into four Regions instead of Lines East and West and eliminating separate Lines West executive officers.

**Feb. 12, 1925** - Heavy rains on top of melting snow causes heavy floods in Northeast; PRR tracks under six feet of water and ice at Port Deposit, Md.

**Feb. 18, 1927** - PRR abandons plan, in development since 1918, of building large freight and passenger car repair shops at Marietta, Pa.

**Feb. 16, 1930** - PRR announces that all steam trains between New York and Washington now have continuous cab signals.

**Feb. 14, 1935** - Testimonial dinner held for William H. "Big Bill" Egan, Station Master of Penn Station, New York on the occasion of his 50th anniversary with PRR; given an automobile and a gold service medal.

**Feb. 1938** - New engine terminal at Harrisburg, Pa. completed for steam-to-electric locomotive transfer.

**Feb. 6, 1940** - Pres. Clement, Charles D. Young and J.V.B. Duer discuss Budd Company proposals for a double-deck diner seating 72 and a double-deck 24 room sleeper.

**Feb. 1943** - First of seventh and last lot of 10 GG1's, No. 4929, built at Juniata. No. 4938 was the final GG1 built.

**Feb. 1945** - Class Q2 No. 6175 sets record for Altoona Test Plant of 7,987 indicated horsepower.

**Feb. 16, 1948** - PRR relieves Philadelphia commuter congestion by operating all Wilmington trains with locomotives from Broad Street Station between 4:30 and 6:00 PM; releases 7,000 seats in MU's for reassignment to Paoli, Norristown, and West Chester lines, whose ridership has more than doubled since 1937.

**Feb. 17, 1950** - Head-on collision of two LIRR commuter trains on gauntlet track at Rockville Centre kills 32; eastbound train passed stop signal; motorman J. Kiefer held on charge of second degree manslaughter.

**Feb. 24, 1955** - PRR announces purchase of low-center-of-gravity train, which as yet has no name, on recommendation of Mechanical Research

Committee report; is called a "tubular train" because the cars are built as a rigid tube without heavy center sills, making the car 40% lighter.

**Feb. 20, 1957** - New underground Greyhound bus terminal dedicated at 6 Penn Center; has underground loading area for 20 buses; old Greyhound facility on north side of 30th Street Station closes.

**Feb. 19, 1960** - LIRR introduces bar service as an experiment on 5:03 PM from Hunters Point Ave. to Port Jefferson using a portable bar set up between seats.

**Feb. 25, 1962** - Last run of passenger train between Harrisburg and Hagerstown; ends passenger service on Cumberland Valley west of Lemoyne; through sleeper to Roanoke rerouted to PRR-C&O-N&W route via Washington and Waynesboro, Va.

**Feb. 27, 1965** - New Atlantic City passenger station west of Ohio Avenue placed in service at 10:00 AM; old station and Georgia Avenue, Mississippi Avenue Branch and remainder of Chelsea Branch abandoned; abandonment permits new approaches to Atlantic City Expressway to be built across right-of-way; old station sold to Atlantic County Improvement Authority.

**Feb. 20, 1966** - SEPTA improvements extended to Paoli, Media/West Chester and Wilmington commuter lines.

**Feb. 1, 1968** - First day of the newly merged Penn Central Transportation Company.

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



## TIMETABLE 02-11

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

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### 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](http://www.dehistory.org)

### Thursday, Feb. 3 thru Saturday, March 26, 2011

**O. Winston Link: The Last Steam Railroad in America.** With the exhibition *The Last Steam Railroad in America*, Robert Mann Gallery presents a selection of classic images from Link's body of work produced in the 1950s. When the Norfolk & Western Railway began to convert its operations from steam to diesel, Link spent five years documenting the trains and the towns along the line in Virginia. Robert Mann Gallery, 210 Eleventh Avenue (between 24<sup>th</sup> & 25<sup>th</sup> Streets), Floor 10, New York City. Info: [www.robertmann.com/exhibition/upcoming.html](http://www.robertmann.com/exhibition/upcoming.html).

### 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](http://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](http://www.gsmts.com).

### Saturday and Sunday, February 26-27, 2011

**Spring Thaw Train Show** at the Allentown Fairgrounds Agricultural Hall, 302 North 17<sup>th</sup> Street, Allentown, Pa. 18014. Info: [www.allentowntrainmeet.com](http://www.allentowntrainmeet.com).

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](http://www.wghshow.com).

Saturday and Sunday, March 5-6, 2011

*Greenberg's Train & Toy Show* at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, Pa. Info: [www.greenbergshows.com](http://www.greenbergshows.com).

Sunday, March 6, 2011

*Jersey Central Chapter, NRHS Train Show and Sale* at the Mother Seton High School, 1 Valley Road, Clark NJ 07066 - Exit 135 on the Garden State parkway. Info: [www.jcrhs.org](http://www.jcrhs.org).

Sunday, March 6, 2011

*Train Meet* at the Ramada Inn, Route 291 (I-95 Exit 9), Essington, Pa. from 8:00 am to 1:00 pm.

Sunday, March 13, 2011

*Daylight Saving Time* starts at 2:00 am. Turn your clocks AHEAD one hour.

Sunday, March 13, 2011

*Scalefest Model Train Show* at the Blair County Convention Center in Altoona, Pa. by the Alto Model Train Museum Assn. Info: Gregg Miller at 814-695-3246 or [www.altoonatrains.com](http://www.altoonatrains.com).

Saturday, March 19, 2011

*25<sup>th</sup> Annual Harrisburg Railroad Show & Collectors Market* at the I.W. Abel Union Hall, 200 Gibson Street, Steelton, Pa. 17113 by the Harrisburg Chapter, NRHS. Info: [www.harrisburgnrhs.org/events](http://www.harrisburgnrhs.org/events).

Saturday and Sunday, April 9-10, 2011

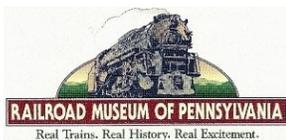
*The Great Scale Model Train Show* at the Maryland State Fairgrounds, 2200 York Road, Timonium, Md. Info: [www.gsmts.com](http://www.gsmts.com).

Thursday through Saturday, April 14-16, 2011

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

Thursday through Sunday, April 14-17, 2011

*N.R.H.S. Spring Conference* at Champaign-Urbana, Il. hosted by the Blackhawk Chapter.



**ROUTE 741 EAST, STRASBURG, PA.**

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

**717-687-8628**

Monday, February 14, 2011 - Presidents' Day

Sunday, March 13, 2011 - Charter Day. Museum open to the public free of charge.



**RIDING THE READING...**

**READING COMPANY EVENTS**

**IN FEBRUARY**

**Feb. 16, 1886** - Philadelphia & Reading Receivers authorize building 20 new barges for Schuylkill Canal.

**Feb. 1898** - Reading begins construction of a ferry house at Chestnut Street, Philadelphia.

**Feb. 8, 1911** - Philadelphia & Reading train takes Connie Mack and the Athletics to Mahanoy City for a banquet.

**Feb. 23, 1938** - Reading's five-car Budd streamliner christened *The Crusader* by opera star Lily Pons at ceremony in Reading Terminal.



**JANUARY, 2011**  
**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, January 17, 2011. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 35 members present. President Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the December minutes. Steve Himpsl approved the motion and Marlyn Geesey seconded the motion. The December membership minutes were approved as printed in the *Lancaster Dispatcher*.

**MEMBERSHIP:** In the absence of First Vice-President Fred Kurtz, Tom Shenk announced that there are 152 regular basic memberships and 91 family memberships to date. Tom also announced that the chapter received 28 donations totaling \$865.00 and National received 10 donations totaling \$280.00.

**CHAPLAIN:** Chaplain Doris Geesey read a devotion to the Chapter entitled "I Thank thee Lord" by Marge Ramsey. Doris reported she sent two planters on behalf of the Chapter. A planter was sent to the family of Fred Abendschein, who passed away on November 28, 2010. Fred was a past president of the Lancaster Chapter. Sandy Jones also was sent a planter for her recent surgery.

**BUDGET:** Tom Shenk went over the Chapter Budget with the chapter membership. Evan Russell made a motion to approve the Chapter Budget for the year. Dennis Allen seconded the motion. Evan Russell made a motion to increase the Trip Committee funds in the new budget to cover expenses for the upcoming chapter trips. Smoke Shaak seconded the motion.

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

**TRIPS:** Dennis Allen announced that the Trip Committee has planned the chapter trip for this year to Arizona. The trip will be Saturday, September 3 to Sunday, September 11. Some of the highlights of the trip are: Riding the Grand Canyon Railroad, touring the Grand Canyon, Zion, Bryce National Park, riding the Durango and Silverton Railroad, visiting Black Canyon, and Four Corners. The trip flyers will be sent out shortly for a complete list of places and itinerary. Dennis announced that the price would be \$1600.00 per person.

**NATIONAL DIRECTOR'S REPORT:** Smoke Shaak announced that he will be attending the Winter Conference on January 29-30 at Williamsburg, Virginia.

**ANNOUNCEMENTS:** Tom Shenk announced that Chapter members are invited to come and help take down the Christmas decorations at the Christiana Freight Station on Thursday, January 20 at 7:00 p.m. Tom Shenk also announced that the Chapter gets Strasburg Rail Road tickets every year to sell. If anyone is interested in selling some tickets, let Tom know. Steve Himpsl gave an update on the caboos. Upcoming projects for the caboos are: getting wipers, stenciling, making a stack for the stove and getting the caboos waxed. Also discussed was the purchase of safety chains to be installed across the back opening of the caboos. Steve also will be taking some copper not needed to be sold with the proceeds used for purchases for the caboos. Tom Shenk announced that the next Board Meeting will be Monday, March 14, at the Christiana Freight Station. Tom announced that the Annual Chapter Banquet will be Friday, November 18, 2011 at the Shady Maple Restaurant. Tom also announced the income made from the Fall Conference held in November was \$2705.52. Steve Himpsl gave an update of the work being done at the Lancaster Yards.

**ADJOURNMENT:** The chapter meeting was adjourned at 8:05 p.m.

Tonight's program: A slide presentation of the Lancaster Chapter's 2010 European Cruise, given by Dennis Allen. Next month's program will be a slide presentation of "Tourist Railroads of Maine" given by Tom McMaster.

*Respectfully Submitted: Donetta M. Eberly - Secretary*



### LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



### FRA Awards Delaware \$450,000 To Study New Rail Service

The Federal Railroad Administration (FRA) has awarded the Delaware Department of Transportation (DelDOT) \$450,000 to conduct studies for potential rail service between the Northeast Corridor and Maryland's Delmarva Peninsula. Funding for the studies comes from FRA's High-Speed Intercity Passenger Rail Program (HSIPR), and requires a \$450,000 match by DelDOT. The initial study will be on the feasibility of a new passenger rail line. Based on the results of this study, environmental analysis, a Service Development Plan and preliminary design may follow. To date, FRA has obligated over \$1.6 billion in its HSIPR program. [FRA]

### THIS MONTH'S BANNER PHOTO

A scene for the season! Former Pennsylvania Railroad "J" Tower watches over the Strasburg Rail Road on a snowy December 20, 2009. Photo by Philip Banks of Glendon, Pa..



### OPERATION LIFESAVER REMINDS YOU...

U. S. railroads reported 665 fatalities in the first 10 months of 2010, with all but 41 attributed to grade crossing accidents and trespassing. Preliminary figures for January-October 2010, compiled by the Federal Railroad Administration's Office of Safety Analysis, show that highway-rail crossing collisions were held responsible for 229 fatalities, up 12.3% from the 2009 period. Trespassing caused 406 fatalities, up 12.2%.



### LAST RUNS

#### NRHS Chairman Emeritus Lewis Pardee

NRHS Chairman Emeritus Ernest Lewis Pardee, 90, of Collingswood, N.J. died Sunday, Nov. 14, 2010. Mr. Pardee, the only living ex-president of the NRHS, served as president of the NRHS for 18 years (1958-77), making him the longest-serving president of the Society.



Mr. Pardee was president of the Wilmington & Western Railway Corporation. He regularly attended conferences in Maryland and Virginia and wrote articles about the American railroad industry.

According to *Cinders*, the newsletter of the Philadelphia Chapter NRHS, Mr. Pardee was "part of a small cadre of rail historians who built the foundation of today's NRHS. He and a group of ardent rail enthusiasts/modelers formed the West Jersey Model Railroad Club.

On April 16, 1944, he was presented an NRHS charter by then NRHS President Edward G Hooper for the West Jersey Chapter, NRHS and served as the chapter's first national director from 1944-1958. He followed this service by becoming NRHS president, following Hooper. [NRHS Telegraph]

### Jim Boyd, 1941-2010

NEWTON, N.J. — Jim Boyd, an influential railroad photographer, book author, and longtime editor of *Railfan & Railroad* magazine, died Dec. 31, 2010.



Boyd was born in Dixon, Ill., in 1941, and grew up watching steam engines on the nearby Illinois Central. He attended the University of Illinois and the Layton School of Art in Milwaukee, specializing in photography. He worked in the production and photography departments at a Rockford, Ill., television station before taking a job as a field service representative for General Motors' Electro-Motive Division.

During his three-year stint at EMD, Boyd got to ride locomotives across the Midwest, East, and South. Boyd lost his job at EMD in a reorganization, and took a job as brakeman for the IC in Freeport, Ill., which he did for a year and a half. In 1972, he took a job as associate editor for *Flying Models* magazine, a Carstens Publications title. He moved to Carstens' *Railroad Model Craftsman*, where he worked until the company launched *Railfan* in 1974. He worked as managing editor and editor on the title until his retirement in 1998; the February 1998 issue was his final one.

After his retirement, the magazine kept him on as its editor emeritus, and he continued to contribute his photos and writing. His monthly "Camera Bag" column ran until earlier this year. The column taught a generation of railfans about photography. He was also an occasional TRAINS contributor in his retirement. Boyd authored numerous books, including the beautiful 2005 "Outbound trains in the era before the mergers."

[TRAINS News Wire]

### Robert G. Lewis, 1916-2011

Robert G. Lewis, publisher of *Railway Age* magazine from 1956 until not long before he retired from the company in 1995, died Wednesday evening, January 5, in Ormond-by-the-Sea, Fla., at the age of 94.



A native of Philadelphia, Bob Lewis began his career with the Pennsylvania Railroad in the operations department in 1934. He briefly worked for the Bessemer & Lake Erie in 1940, and returned to the Pennsylvania before joining the U.S. Navy in December 1941.

After World War II, Lewis returned to the Pennsylvania before joining Simmons-Boardman Publishing Corp. as an Associate Editor of *Railway Age* in 1947. Lewis served consecutively as Associate Editor, Transportation Editor, and Circulation Director of Simmons-Boardman before being named Publisher of the magazine and its associated technical monthlies in 1956. He also served as President and Vice Chairman of the Board of Simmons-Boardman. After retirement, Lewis retained a connection with Simmons-Boardman as Director of Special Projects.



Chicago, Burlington & Quincy Publicity Photo of the *Twin Zephyr* at Lee, Illinois in February, 1936



**1966**

**JANUARY**

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CALENDAR FROM THE JANUARY, 1966 ISSUE OF THE NEW YORK CENTRAL'S "HEADLIGHT" EMPLOYEE MAGAZINE - ALSO CORRECT FOR 2011

## "INSIDE THE BACK PAGE" UPCOMING LANCASTER CHAPTER ACTIVITIES

**FEBRUARY** - SEE NOTICE BELOW REGARDING INCLEMENT WEATHER

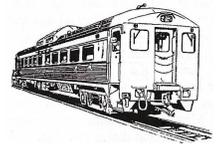
**FEBRUARY 21, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING.** Chapter member Tom McMaster will present a slide program entitled "Tourist Railroads of Maine" - a wonderful program about the often overlooked present day tourist railroads in the *Pine Tree State*. We'll visit the Maine Narrow Gauge Railroad Museum; ride the Maine Eastern in a Parlor Observation car; a special Belfast & Moosehead Lake Railroad excursion; Downeast Scenic Railroad; Wiscasset, Waterville & Framingham; and Amtrak's Downeaster. Sorry, however, we won't be serving lobster rolls or chowder.

**MARCH**

**MARCH 14, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. CHAPTER BOARD MEETING.**

**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.



**APRIL**

**APRIL 18, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING.**

**MAY**

**MAY 9, 2011 - MONDAY, 7:30 PM - TRAVEL TIME TRAVEL AGENCY. CHAPTER BOARD MEETING.**

**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](mailto:rscooter2@comcast.net)

Phone: 717-347-7637

Please keep our Chaplain informed of member news

**WEATHER NOTICE:** *If the February Membership Meeting must be cancelled due to inclement weather, there will be a recorded message on the Christiana Freight Station's answering machine advising this information. Please call 610-593-4968 for the latest Meeting status information. You may also check TV channels ABC 27 and CBS 21.*



**LANCASTER CHAPTER BOARD of DIRECTORS**

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**1ST DIRECTOR:** CINDY KENDIG 610-593-6313  
**2ND DIRECTOR:** TOM McMASTER 717-274-5325  
**NATIONAL DIRECTOR:** HAROLD SHAAK 717-484-4020

**MEMBERSHIP MEETING NOTICE**

**THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, FEBRUARY 21, 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](mailto:fkurtz@nrhs1.org)*

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