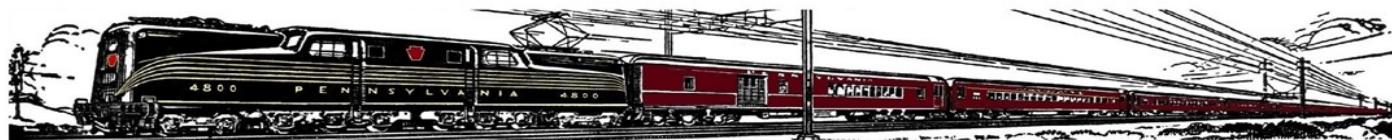


LANCASTER DISPATCHER

1935-2024



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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APRIL 2024



Harrisburg to Philadelphia local during the Penn Central period. Pictured at the Whitford “Eastbound “station.” Overhead is the Enola Lowgrade to Morrisville. Photo taken on August 30, 1974.

A Fred Schneider photo.



Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

Amtrak has increased Northeast Regional Services to meet passenger demand. This includes four additional weekday roundtrips and two new weekend trips between New York and Washington, DC. There is also now one new weekend trip between Philadelphia and Boston. The newly announced Fixed forward and backward seating on Amtrak's Northeast Regional trains should speed up service by allowing faster turnarounds. The move will facilitate this increased service on the Northeast Corridor.

A limited amount of New York to Miami Amtrak coach passengers will be offered traditional dining starting March 4th. Both trains have full dining car service now instead of the much maligned (by customers) prepackaged meals. A contract was recently awarded to build Amtrak's new Heavy Maintenance Facility at Penn Coach Yards in Philadelphia. Work is expected to begin this spring. A spokesperson for Amtrak stated: "This new facility will speed up train maintenance and reduce turnaround times".

Passengers were stranded for about an hour when a SEPTA train was mistakenly routed into a de-energized Northeast Corridor track. Septa stated that Amtrak dispatchers' mis-routed by Amtrak dispatchers. The train remained on the track until a rescue train arrived to take them into Philadelphia.

Metro North has unveiled another heritage unit. This fourth locomotive is wrapped in Penn Central colors and logo. It made its first run departing Croton-Harmon at 758am for Grand Central Terminal.

The Cuyahoga Valley Scenic Railroad in Ohio will suspend service for two months starting March 8th until May 2nd for upgrades to safety and operating procedures. Passengers holding tickets will be contacted and offer full refunds. A three-train accident sent two Norfolk Southern locomotives into the Lehigh River in Lower Saucon Township, near Allentown, PA. Diesel fuel and plastic pellets (from a railcar) spilled into the river.

From Dan Cupper: The East Broad Top Railroad has begun work to rebuild the EBT's long-dormant main line between Rockhill Furnace and Pogue, PA. This is the first step toward reopening the line's 20-mile route to Robertsdale.

Reading and Northern is continuing to develop its Nesquehoning campus. The former 10-acre KME Fire Apparatus industrial complex is being developed for a variety of uses that include a new passenger station. The railroad plans to use the station this year for the operation of two of its Iron Horse Rambles using the T1 4-8-4 locomotive.

The Strasburg Rail Road has named an interim chief after President Jim Hager resigned. Eric Hoerner, a Lancaster, PA business executive has been named as its board chairman and interim president. Hoerner has been described as a turnaround specialist, banking and private investment expert. Previous board chairman Andrew Hallock and finance committee chair Greg Lefever also have resigned, but remain on the board.

The Railroad Museum of Pennsylvania in Strasburg is hosting its seventh annual "Rails and Ales" event on Saturday, April 6th. The event features craft breweries and for a separate charge, food vendors. General Admission begins at 630pm and the event concludes at 9pm. (VIP hour tickets for 530pm admission are sold out). General Admission tickets are \$40. Designated driver tickets are \$15 and a five pack of 4 general admission and one free designated driver ticket are \$160. All tickets include a processing fee. The website for purchasing tickets is:

www.railsandales.org

**THIS MONTH ON THE PENNSY****PRR, PRSL & LIRR EVENTS IN APRIL**

Source: Pennsylvania Railroad Technical & Historical Society (permission of Christopher Baer, PRRT&HS).

April 30, 1915 Lancaster & Quarryville Railroad Company, Lewisburg & Tyrone Railway Company, and Pennsylvania, Monongahela & Southern Railroad Company merged into PRR under agreement of Dec. 28, 1914.

April 1, 1920 Marine employees of Erie Railroad in New York Harbor stage wildcat strike; spreads on same day to include all PRR marine employees in New York; PRR ferries operate on irregular schedule and are further hampered by heavy fog; late at night, a riot between strikers and deck hands breaks out on ferry Chicago after leaving Cortlandt Street, forcing captain to return so police can arrest strikers; 80% of tugs and lighters tied up, threatening city's food supply.

April 1, 1925 PRR applies names to 25 preferred service (symbol) freight trains (the "Limited's of the Freight Service") instead of just "impersonal" numbers; suggested by Ivy Lee as part of his program of humanizing the railroad's image and stimulating morale; names include The Gas Wagon (Detroit-Jersey City), Man O' War (Chicago-Jersey City), The Sparkplug (Cincinnati-Pittsburgh), The Comet (Jersey City-St. Louis), and The Standard (Pittsburgh-Toledo).

April 26, 1925 PRR inaugurates The American on 24-hour schedule as fastest train between New York and St. Louis; appointments similar to Broadway Limited, including baths, ladies lounge, stenographer, barber, valet, ladies maid and manicurist.

April 1, 1930 Safe Harbor Water Power Corporation begins construction of the Safe Harbor power dam in the Susquehanna River; requires the relocation of 9.5 miles of the Port Road; will produce electricity for the PRR electrification.

April 9, 1930 LIRR announces that it has surpassed the PRR as a passenger carrier in 1929; carried 118,888,128 passengers vs. 113,713,797 on PRR; however, average revenue per passenger on LIRR is 23.4 cents vs. \$1.18 on PRR.

April 1935 PRR completes installation of cab signals and respacing wayside signals to 8,000-foot blocks for high-speed operation between New York and Washington.

April 7, 1935 PRR completes electrification of all New York-Washington passenger trains; runs 639 electrified trains daily, of which 191 are locomotive-hauled and 448 are MU trains; 47 daily freight trains are to be electrified in a few weeks, for a total of 686 trains and 34,740 train-miles; delivery of the first 57 GG1's has begun.

April 29, 1940 PT&T Board authorizes \$49,000 for the following new shops on the LIRR Concourse at Penn Station: Nedicks Stores, Inc. (hot dog stand), Cushman's Sons, Inc., Barrett Nephews & Co. and extension of Doubleday, Doran Book Shop; \$20,424 additional for new Savarins restaurant, bar and cocktail lounge on the LIRR Concourse.

April, 1945 Edward G. Budd Manufacturing Company receives order for 48 cars for New York-Florida pool service, 30 for Seaboard, 10 for PRR and 8 for Richmond, Fredericksburg & Potomac Railroad.

April, 1950 Baldwin-Westinghouse completes its oil-burning steam turbine electric locomotive No. 4000, aka the "Blue Goose"; 4,000-HP unit resembles a Baldwin Sharknose; it makes several test runs between Harrisburg and Pittsburgh but suffers from high fuel consumption, nearly twice that of an equivalent diesel, gases in tunnels, and high temperatures in summer.

April 13, 1955 John I. Yellott, Director of Bituminous Coal Research, Inc.'s turbine locomotive project gives optimistic presentation at BCR's annual meeting in Pittsburgh; is undergoing final "run-until it busts" tests at Dunkirk, N.Y.; railroads have put up \$3 million and coal industry \$2 million since 1945; in meantime, railroads have become about 70% dieselized.

Amtrak's Metropolitan Lounge at Moynihan Hall, Manhattan
By Steve Ferrell



Laptop work and charging stations and Lounge chairs at the Metropolitan Lounge - Photo from Amtrak.com

Amtrak maintains these lounges for first class passengers at many major stations. First class and Sleeping Car passengers may use these lounges free of charge. At most of these facilities, day passes may be purchased for up to \$50. Guest rewards members receive complimentary access when various point levels are attained.

The intention of these lounges is to provide a comfortable place for passengers to relax, with soft drinks and snacks available. In most instances, lounge users get an early boarding announcement and at some places have direct elevator access to the boarding platform.

My wife and I recently were given a visitors pass (for two) to the Lounge at Moynihan Hall in New York. We took advantage of this after a long day visiting the city and taking in a Broadway Musical. Upon arriving, we were checked in and took seats in the very comfortable lounge chairs and couches. Outside, on the balcony overlooking the main passenger concourse were café tables for eating. There setups for connecting laptops and other very nice amenities.

We went up to the café and got a bagel for myself and my wife got a small sandwich. We each got a craft soda. Beer, wine and mixed drinks were available for purchase at the bar next to the café. The nice attendant at the café brought our food out to us on the balcony. It was nice looking over the masses waiting for trains and relaxing.

Unfortunately, the lounge here at Moynihan did not have direct access to the tracks and we noticed riders were only being given about a three-to-five-minute head start on the boarding calls. By the time you got to the gate, one level down you were in a long line with all the other passengers for your train. This to me was not a good selling point. We made sure to leave the lounge fifteen minutes prior to our departure time to be sure to get a good place in line and a good seat.

As far as the food, it was just ok. Amtrak features local breweries, wineries and food from New York State. They had healthy

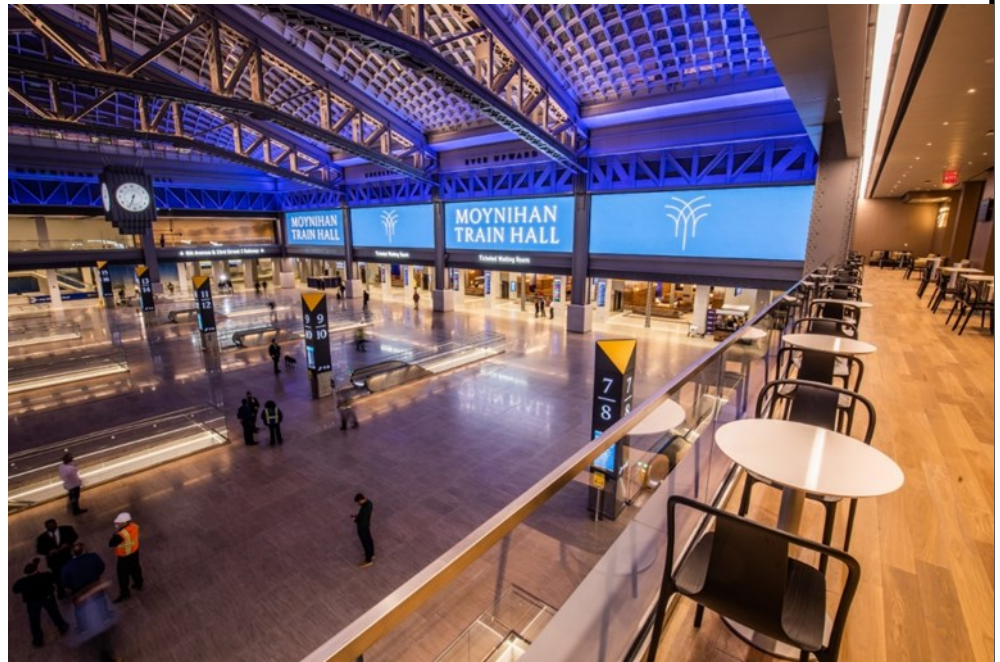
(continued, page 5)

Amtrak’s Metropolitan Lounge at Moynihan Hall, Manhattan (continued)

choices, limited salads, parfaits, yogurt, fruit very small sandwiches and a limited bagel selection. La Colombe specialty coffee drinks are also served. My orange soda was excellent! Seating was very nice and we did enjoy not waiting in the crowded main waiting room below. But, we did notice that the Food Court at Moynihan did offer much more enticing food offerings.

So in conclusion, the Metropolitan Lounge is a nice haven for first class passengers and those embarking on a long trip. It was nice for us to use on a free pass, but I would not pay for a day pass as the money saved could be used at the food court and other outlets at the station. Would we visit this facility again, absolutely if it was free or included in our trip. The \$50 day pass is in my opinion not worth the money.

Right: Balcony overlooking Moynihan Hall’s main passenger concourse – Photo by Amtrak

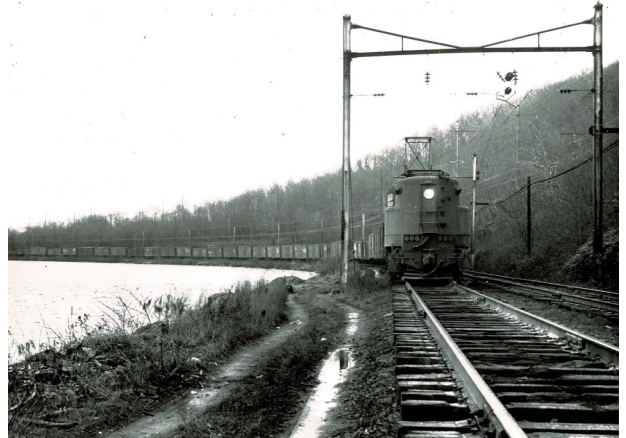


These food options were not available on our day of visiting. I believe this was an introductory offering on the first few days of operations. This is a view of the bar, not the café counter.

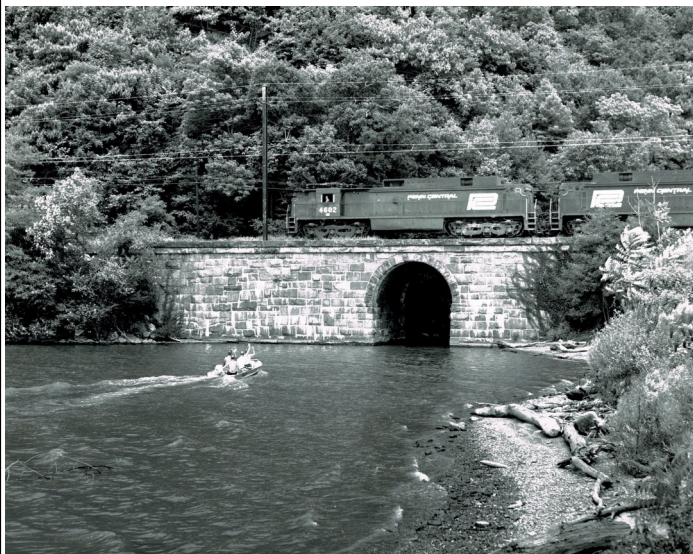
Columbia and Port Deposit Branch PRR and Conrail
Photos by Lancaster Chapter Member Fred Schneider III



Left: The iconic Safe Harbor Dam in 1962.



Above: CR freight near Drumore, PA on May 30, 1969



PC E33's at Fishing Creek, PA on September 5, 1970



E44's roar through Wildcat Tunnel in June 0f 1969.
Photo by Herbert Harwood, Jr., collection of Fred Schneider

The Princeton Dinky



The “Princeton Dinky” when it truly was — a one-car MP54 electric. Photo by John Kilbride.

April Fools...or not?

From the “you can’t make this stuff up” files.

March 1, 1920 End of USRA creates quandary for railroads regarding Daylight Savings Time; DST continues to be observed in many large cities, particularly in the Northeast, while the rest of the country, particularly rural areas and the South and West, revert to Standard Time; LIRR stays on DST; PRR goes to Standard Time, but adjusts schedules to reflect DST; CNJ/RDG keeps DST in New Jersey and Standard Time in Pa., requiring duplicate trains for certain interstate services; eventually, railroads use Standard Time for their employee timetables, but change schedules twice a year to reflect change in publicly observed time.

March 28, 1920 New York City goes on Daylight Saving Time; creates havoc for commuters because N.J. and Connecticut remain on Standard Time; railroads, including PRR, adjust commuter train schedules to reflect Daylight Saving Time while operating on Standard Time.

March 6, 1930 In an experiment, Army blimp C-41 based at Lakehurst, N.J., hooks a mail bag from a speeding PRR train between New Lisbon and Upton, N.J.

In February of 1970, LIRR commuter B.H. Mandel sued LIRR and MTA for \$50,000 for causing "commuter neurosis" and "severe psychological injury" by poor service. (No word on the outcome).

Likewise it was reported that a study of 200 LIRR commuters reveals that majority suffer from psychosomatic problems brought on by stress associated with poor service.

Also in February of 1970, one of the new “Metroliner” trains came apart while running at 110 MPH near Middle River, Maryland, because of coupler failure; two sections continue to roll for five miles before being stopped by brakes.

May, 1940 Samuel Harden Church, President of the Carnegie Institute of Pittsburgh, offers a \$1 million reward for anyone who can kidnap Adolf Hitler for trial before an international tribunal within the month, a grand yet naive gesture much in the spirit of his late patron Andrew Carnegie.

November 16, 1925 Texas oil millionaire Guy L. Waggoner arrives in New York by chartered PRR train to be at bedside of critically ill sister, having made run from St. Louis in record 20:26; had been unable to charter a plane at St. Louis; PRR made up train of five express cars and one Pullman on 30 minutes' notice and gave it a clear track; cost \$7,000.

January 28, 1899 Number of trains passing thru Altoona. 91 EB, 70 WB .

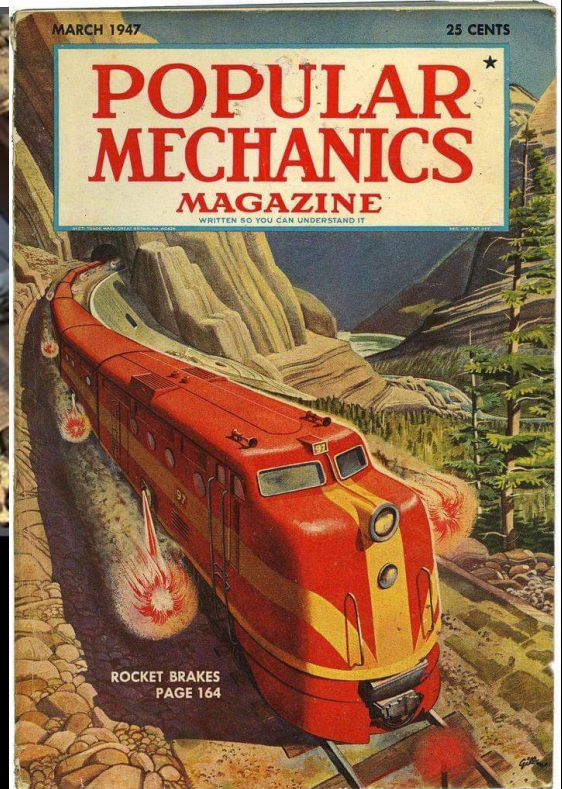


April Fools...or not? (continued)



Japanese Railway companies has started installing turtle tunnels for them to cross safely under tracks avoiding turtle casualties and train delay.

JAPAN NEVER FAILS TO AMAZE US.



Much Ado About Nothing

Mar. 20, 1945 PRR announces completion of design of Class V1 "Triplex" 9,000 HP 2-D+2D steam turbine locomotive to be built jointly with Baldwin and Westinghouse; to be 137.5 long; falling revenues after end of war preclude construction; also announces pending construction of Class Q2 duplexes.

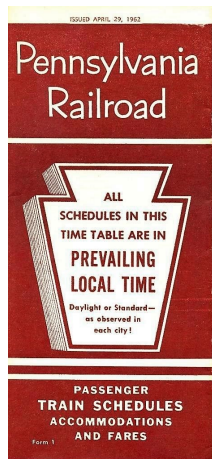
Raymond Loewy responds to the V1 "Triplex" locomotive publicity complaining that he originated the "Triplex" concept in 1941 and "suggesting" that future publicity state that it "was conceived by the Pennsylvania Railroad's Consulting Designer, Raymond Loewy and developed by the railroad's engineering staff ..."; he also complains about the poor quality of the rendering supplied to the press.

VP in Charge of Operations John F. Deasy responds to Raymond Loewy's criticisms by noting the Loewy's original "Triplex" design was for a three-unit reciprocating locomotive, whereas the PRR's engineers have replaced it with a two-unit turbine design; he promises that Loewy will be given credit for styling the V1 when it reaches that point.

Pennsylvania Railroad's **Odd D #1003** was an experimental electric locomotive built in 1907 by Baldwin and Westinghouse. It had a 4-4-0 wheel arrangement in the Whyte notation, or 2-B in the AAR scheme. On the PRR, class D was assigned to 4-4-0 locomotives. Production classes of locomotive were assigned a number after the letter, but one-off locomotives were simply designated "Odd". Built by Baldwin and Westinghouse.

In testing, #1003 proved to be more stable at speed than the two class AA1 B-B locomotives the PRR had also constructed, so its 4-4-0 arrangement and high center of gravity was chosen as the design for the PRR's DD1 production locomotives.





**Time Table 4-24
PENNSYLVANIA
EXCURSION
RAILROADS
AND MUSEUMS**

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



Railroad Museum of
Pennsylvania
300 Gap Road, Rt. 741
Strasburg PA 17579
www.rrmuseumpa.org
717-687-8628

The Railroad Museum of Pennsylvania is open Wednesday thru Saturday from 10:00 a.m. to 4:00 p.m., and Sundays from 12:00 p.m. to 4:00.



Strasburg Railroad.
301 Gap Road, Ronks, PA 17572
www.strasburgrailroad.com
866-725-9666
Now operating daily.



Reading Blue Mountain & Northern
Reading Outer Station:
3501 Pottsville Pike
Reading, PA 19605
www.rbmnr-passenger.com
610-562-2102

All-day excursions to Jim Thorpe every Saturday and Sunday in April.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
Steam-powered excursions on
April 27th and 28th.



Stewartstown Railroad
21 W. Pennsylvania Ave.
Stewartstown, PA 17363
717-746-8123

<https://stewartstownrailroadco.com>

Train rides on April 5th, 6th and 7th.



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
Regular Train Rides
Every Sunday from May 5th
through November 3rd



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
Regular Train Rides on Saturday
April 13th, 20th and 27th. Brunch
train ride April 21st.



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
Operating all Fridays, Saturdays
and Sundays May 3rd thru October
27th.



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerailroad.com
610-367-0200
No availability in April.



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
Trains trips on Sunday, April 7th
and Saturday, April 20th.



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Operating all Saturdays and Sun-
days in April.



The Reading Railroad Heritage
Museum
500 S. Third Street,
Hamburg, PA 19526
<http://www.readingrailroad.org/>
610-562-5513
Saturdays 10 AM - 4 PM,

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

APRIL 15, 2024 - MONDAY, 7:30 PM **CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE**
10 RAILROAD AVENUE, CHRISTIANA, PA 17509

MARCH CHAPTER MEETING MINUTES
MARCH 17, 2024

The annual Sunday March meeting was held on March 17.
The meeting called to order at 3:10pm by president Tom Shenk. There was a very nice turnout as well as a few guests.
The current membership stands at 82 members - if you did not renew for 2024 Dues - RENEW now.
Freight Station status: The deck is finished and paid in full. Now it is time for the new roof.

The Chapter Board is asking everyone to consider making a donation towards the Freight Station new roof - no amount is too small - Glenn Kendig made a donation to start the fund:

Make your check payable to Lancaster Chapter NRHS. show - "Roof Fund Donation" on your check

Mail to:

Richard Rutledge
2935 Woodshead Terrace
York PA 17403

Upcoming Dates of Importance

Regular Chapter Meeting - Monday, April 15 - 7:30pm Christiana Freight Station

Manheim Railroad Station open hours - Sunday April 21 1 to 4pm. Trolley rides as well.

Christiana Freight station - Clean up day - Saturday, May 11 - 9:00am

Sunday July 21 - July Away Meeting - ride the Wilmington and Western Railroad Train at 2:30 pm.
Order form will be May-June Newsletter

Sunday, August 18 - August Away Meeting - Strasburg Rail Road

Saturday, September 14 - Christiana Heritage days - Freight station open - Help needed - more information to follow



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NEXT CHAPTER MEETING

LANCASTER CHAPTER, INC., N.R.H.S.
APRIL 15, 2024 - MONDAY, 7:30 PM
CHAPTER MEETING
CHRISTIANA FREIGHT HOUSE
10 RAILROAD AVENUE
CHRISTIANA, PA 17509

LANCASTER CHAPTER, INC.
 NATIONAL RAILWAY
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 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416
 PHONE: 717-917-5137
 CHAPTER WEBSITE: WWW.NRHS1.ORG



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