

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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APRIL 2010

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## THE POWER DIRECTOR

BY  
ED MAYOVER



### **Amtrak Launches Wireless Access on Acela trains**

Amtrak has rolled out wireless Internet access on all 20 of its Acela Express trains between Washington and Boston and in six major stations along the northeast corridor. The service is free for now, though the railroad says that policy will be reviewed after an introductory period.

Wireless is now available inside the gate areas of Washington Union Station, Baltimore Penn Station, Philadelphia 30th Street Station, New York Penn Station, Providence Station and Route 128 Station in Boston, as well as on board the Acela. Amtrak says Wilmington Station will be Wi-Fi equipped once station renovations are completed in 2011.

*[Associated Press via American Rail Link]*

### **Amtrak Releases "Fleet Strategy" For Rolling Stock**

An in-house Amtrak study, entitled "Amtrak Fleet Strategy," has framed the need to upgrade its aging passenger rolling stock at cost of \$11 billion (2009 dollars) during a 14-year period. Amtrak also projects follow-up needs for another 16 years beyond the initial period.

In a 99-page document, Amtrak has set forth its preference for "recapitalizing [its] entire fleet over a period of time in a manner that will not only provide new and modern equipment for our customers but will also develop and sustain the domestic production capacity needed for the long-term viability of intercity passenger service in the United States."

Amtrak breaks down its initial replacement needs into three categories: 1,200 passenger cars (780 single-level cars, 420 bi-level cars); 334 locomotives (70 electric engines, 264 diesel units); and 25 high speed rail train sets. "This is just a start of the process. In order to meet the lifing policies, further acquisition programs will run indefinitely," Amtrak adds.

"It is no secret that there has been very limited investment in new passenger equipment by Amtrak in recent years," the railroad says. "The result is that Amtrak's fleet is generally quite old, which creates numerous financial, marketing, and operating challenges." The fleet's age ranges from Amtrak's Acela consists, 9-to-10 years old in 2009, to its aptly named 92-car Heritage fleet, inherited by Amtrak from private carriers and logging in 53-to-61 years of service.

Industry observers have criticized Amtrak for being too slow to initiate any equipment upgrade program, notwithstanding strong fiscal support offered it by the Obama Administration in 2009. But Amtrak spokesman Cliff Black notes, "A fleet plan cannot be executed in a short period of time, despite the hopes and wishes of the traveling public. This process takes some time. Ultimately, it's an ongoing process, and it's begun in earnest. It will continue to evolve into additional acquisitions in future years."

As a start, the study notes, "At the time of this writing, there are two active acquisition projects under way within Amtrak, and a third is in development." The projects include: a "single level long distance vehicle project" to replace the Heritage fleet; replacement of Amtrak's Northeast Corridor workhorses, the AEM-7 electric locomotives; and a potential purchase for additional bilevel cars to first supplement, then eventually replace, its existing bilevel corridor (Amtrak California) fleet.

Among other options, Amtrak affirms its long-rumored interest in diesel

multiple-unit (DMU) cars, though the study carefully lists numerous caveats. "If Amtrak is to take a leadership on a DMU concept," the study says, "there must be sufficient vehicles required to justify a new product development launch. Ideally this should be a vehicle requirement of over 100 cars." *[Railway Age Rail Group News]*

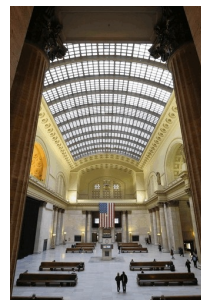
### **NYC Moynihan Station Project Advances After Feds Dole Out Stimulus Dollars**

On Feb. 16, Sen. Charles Schumer (D-N.Y.) announced the U.S. Department of Transportation (USDOT) awarded an \$83.3 million Transportation Investment Generating Economic Recovery (TIGER) program grant for the Moynihan Station project in New York City. The project calls for converting a former post office into a train station named after the late Sen. Daniel Moynihan.

This funding will go toward the project's first phase, according to the New York State Department of Transportation (NYSDOT). The work calls for expanding the west end concourse for Amtrak, New Jersey Transit and MTA Long Island Rail Road (LIRR) trains; creating 13 new concourse vertical access points to and from the platforms, and adding six elevators, stairs and escalators; constructing two new above-grade entrances; expanding and renovating the existing 33rd Street connector between Penn Station and the west end concourse; and upgrading Penn Station's platform ventilation system.

Work on Phase I is scheduled to wrap up in 2015. After it's complete, work can begin on the second phase, which involves physically moving the annex to the new site. The second phase will cost in excess of \$1 billion and will need to be funded separately. *[Progressive Railroading and TRAINS News Wire]*

### **Amtrak Looking to Breathe New Life Into Chicago Union Station**



Amtrak is asking seven architectural and real estate firms to dream up ways to pump new life into the historic but listless part of Chicago's Union Station — a goal the railroad has previously been unable to accomplish.

The outcome of the commercial venture is unlikely to affect the station's crowded, maze like passenger concourse, located east of the station. But if the economy improves, the project could dramatically reshape the outlines of the 85-year-old structure, an official city landmark.

"This is a pretty blank sheet of paper," said Amtrak spokesman Marc Magliari. "Keeping in mind the landmark status of the building and our important transportation function, we will be looking for some creative, imaginative and transportation-oriented uses."

Amtrak, which owns Union Station, plans to select a winner by the end of May.

The invited firms include the Chicago office of architects Skidmore, Owings & Merrill; the Chicago office of the real estate services firm Jones Lang LaSalle; and Chicago developers U.S. Equities Realty, which has been slowly filling shops at its MetraMarket at Chicago's Ogilvie Transportation Center.

Amtrak is asking the firms for redevelopment ideas for Union Station's headhouse building, a classically-inspired structure bounded by Clinton, Canal, and Adams streets and Jackson Boulevard. The headhouse

contains the Great Hall, a grandly-scaled but lifeless passenger waiting room often used as a movie set.

Amtrak wants to bring vitality to vacant retail space around the Great Hall and vacant office floors above it. The firms also are expected to explore constructing a high-rise above the headhouse, an outcome envisioned in 1925 when Union Station was completed to the design of Chicago architects Graham, Anderson, Probst & White.

Amtrak's attempt to jump-start the station's rejuvenation comes on the heels of the Obama administration's recent announcement that Midwestern states, including Illinois, will receive more than \$2 billion to develop a high-speed rail network with a hub in Chicago. But it is not known whether Union Station, which faces capacity problems as it serves Amtrak and Metra commuter lines, will be the network's centerpiece.

Other firms invited to participate are Boston architects Goody Clancy; Philadelphia architects Wallace Roberts & Todd; the architectural firm of Kling Stabbing; which has offices in Cambridge, Mass., and Philadelphia; and New York architects Ehrenkrantz Eckstut & Kuhn.

As they develop plans, the firms can be expected to team with others outside their specialty. Separately, the railroad is "looking at plans" to improve Union Station's passenger concourse, which commuters routinely criticize for narrow corridors, air fouled with train fumes and other problems, Magliari said. *[Chicago Tribune via AAR SmartBrief]*



### **CSX Sees Double-Digit Earnings Growth This Year**

Oscar Munoz, CSX Corp. chief financial officer, told a J. P. Morgan conference in New York March 9 that the railroad is moving toward "double-digit" earnings growth this year, a forecast based on a combination of traffic growth and price increases of at least 4% to 5%.

Munoz said traffic was up 3% in this year's first nine weeks. Intermodal, which accounts for 34% of CSX business, was up 12%, and general merchandise, which accounts for 37% of the total, was up 7%. While coal, which brings in 24%, was down 17% year-to-date, Munoz said he expected coal to end up well in the plus column by year's end, driven partly by China's rising metallurgical coal needs.

Deborah H. Butler, Norfolk Southern's executive vice president of planning and chief information officer, told the conference that freight volume on NS was up 6% year-to-date. General merchandise is up 14% and intermodal volume is up 8%, though coal volume remains down 8%. Her presentation dealt mainly with capacity growth plans involving several high-volume corridors NS is developing in partnerships with federal and state governments; altogether, she said, NS will devote more than one-fourth of a \$1.4 billion capital spending program to growth projects. Munoz examined the trends behind the growth now forecast and described how the railroad will respond.

Gross Domestic Product is expected to grow 3.0% this year, with industrial production rising 4.3%. Last year, GDP fell 3.4% and industrial production was down 9.7%.

A more efficient railroad is in place to move the returning traffic, said Munoz, which means that "as volume builds, resources will return less than 1-for-1."

These are the idle resources now available to CSX:

\* Train & Engine employees furloughed now add up to 1,529, 14% of the total.

\* Locomotives in storage total 407, 10% of the fleet.

\* Freight cars stored—15,864—represent 20% of the total.

*[Railway Age Rail Group News]*

### **CSX Considers Shifting Freight From Boston**

**BOSTON** — CSX Corp. is set to begin discussions with officials in Worcester, Westboro, East Brookfield and West Springfield about plans to shift more freight operations out of Boston to freight yards in those communities.

The changes come as part of a plan to expand commuter rail service on the Boston to Worcester line and to raise bridges between Route 128 and New York to make room for double-stacked freight trains.

Massachusetts Secretary of Transportation Jeffrey B. Mullan said the project will not only give the city access to expanded commuter rail, but will also make Worcester the freight rail hub for all six New England states with east-west and north-south rail connections with access to highways.

"This transaction makes Worcester a very significant new England regional hub for rail because it would become the significant termination point for much of what CSX does and all of the collateral benefits that come with that," Mr. Mullan said.

"These are large job-producing activities," he said, which should attract many new shipping and receiving jobs from trucking operations that will locate nearby.

He said the state has put out bids for work for 14 rail bridges between Westboro and the New York line that have to be repaired or raised to accommodate double-stacked freight cars and free up more rail time for commuter trains. That work is expected to cost the state about \$25 million, while CSX is expected to complete other repairs and bridge elevations over the next two years to accommodate double-stacked freight cars.

Lt. Gov. Timothy P. Murray, who has headed up efforts to expand commuter rail service, said the developments mean another step toward a goal of getting up to 25 daily commuter trains in and out of Worcester over the next few years. The work is being completed according to an agreement reached between CSX and the state last October after years of negotiations. More commuter rail service, he said, will also give workers more options in the job market and lower commuting costs.

State officials said CSX will be moving freight operations from its Beacon Park yards in the Allston section of Boston to existing rail yards in Central and Western Massachusetts. That would mean more freight activity at the company's rail yards along Franklin Street in Worcester, as well as smaller sites the company owns in Westboro, East Brookfield and West Springfield.

Mr. Murray said the deal, which also involves state purchase of the property rights to the Boston to Worcester rail line from CSX and state takeover of dispatching and maintenance of that line, is going to be reviewed by the federal Surface Transportation Board. State officials expect to receive approval. Officials said it is not yet clear if CSX may expand its operations beyond the current footprint of its freight yard in Worcester. *[Telegram & Gazette - Worcester, Mass. via AAR SmartBrief]*

### **New CSX Rail Terminal Planned for Pittsburgh Area**

A new CSX Corp. rail terminal will be built in the Pittsburgh area as part of the National Corridor project, funded in part by federal stimulus money, officials said.

The rail giant is working with regional economic development officials to determine the best location for the new terminal, said Bob Sullivan, spokesman for the nation's third-largest railroad.

"We're currently working with the state in getting the clearances done because you need those to make the project go," Sullivan said. Other details were unavailable.

The public-private \$842 million corridor project will stretch from Ohio to Chambersburg, Franklin County, through West Virginia and Maryland. Stimulus money for the corridor, announced yesterday,



includes \$98 million for CSX to raise vertical clearances on tunnels and bridges, allowing trains to carry double-stacked containers filled with electronics, clothing and other consumer goods. *[Rick Stouffer - Pittsburgh Tribune-Review]*



**Norfolk Southern's Crescent Corridor is  
Awarded \$105 Million TIGER Grant from  
U.S. Department of Transportation**

Norfolk Southern's Crescent Corridor Intermodal Freight Program of Projects was awarded \$105 million from the U.S. Department of Transportation under the American Recovery and Reinvestment Act of 2009, Transportation Investment Generating Economic Recovery (TIGER) Program.

In September 2009, lead state Pennsylvania, joined by Alabama, Mississippi, Tennessee, and Virginia, submitted an application to USDOT for a \$300 million TIGER grant to help improve Norfolk Southern's rail lines and facilities between the Gulf Coast and the Northeast. Although the award represents a shortfall from the original TIGER request, it will enable NS and its partners to begin construction of several previously announced Crescent Corridor projects, while delaying other elements for later public-private partnerships.

The Crescent Corridor is an existing 2,500-mile rail network through 13 states from Louisiana to New Jersey that touches 26 percent of the nation's population and 30 percent of the nation's manufacturing output. When fully operational it will handle more rail freight traffic faster and more reliably, creating or benefitting some 73,000 green jobs by 2030, and producing these estimated annual benefits:

- 1.3 million long-haul trucks diverted from interstates
- \$146 million in accident avoidance savings
- 1.9 million tons in CO2 reduction
- \$575 million in congestion savings
- \$92 million in highway maintenance savings
- 169 million gallons in fuel savings

The \$105 million TIGER grant joins funding from Virginia, Pennsylvania, and Norfolk Southern already committed to Crescent Corridor projects. The Crescent Corridor program of projects is estimated to cost \$2.5 billion for full development by 2020. Crescent Corridor projects currently planned for development include new independent intermodal facilities at Memphis, Tenn., Birmingham, Ala., and Franklin County, Pa.; the expansion of intermodal terminals in Harrisburg and Philadelphia, Pa.; and the addition of freight rail capacity in Virginia and Mississippi. The program includes significant investments in rail route improvements consisting of additional passing tracks, double track projects, improved signaling systems, and other track speed improvements.

For more information about the Crescent Corridor Intermodal Freight Project, visit [www.TheFutureNeedsUs.com](http://www.TheFutureNeedsUs.com). *[Edited from Norfolk Southern Press Release]*

**Heartland Corridor On Target For Summer Opening**

The Heartland Corridor double-stack rail project is on schedule to be completed by summer 2010 said a Norfolk Southern marketing representative speaking at the February lunch meeting of the Hampton Roads Foreign Commerce Club according to the Port of Virginia Website. "We are on track to have the work completed in July and we should see trains and cargo moving by August," said Chris Luebbers, group manager for international marketing. "This project is going to bring a lot of benefit to our company, this port and our customers."

The project's status, as of Jan. 30, is as follows:

- 23 of 28 (82%) tunnels completed.
- 22 of 25 (88%) other obstructions cleared.

-- 20,924 of 28,843 linear feet (73%) of tunnel length completed.

When finished, the \$290-million Heartland Corridor will be a direct double-stack rail route that links The Port of Virginia with the Rickenbacker Global Logistics Park in Columbus, Ohio, and Chicago.

The biggest part of the development of the Heartland Corridor involves creating vertical clearance in existing tunnels so that double-stack trains can safely transit.

Norfolk Southern also received a boost to its continued development of the Crescent Corridor. The railroad was awarded \$105 million from the federal government for improvements to the 2,500-mile-long rail network.

The Crescent Corridor passes through 13 states from Louisiana to New Jersey that touches 26 percent of the nation's population and 30 percent of the nation's manufacturing output.

Last September, Pennsylvania, Alabama, Mississippi, Tennessee, and Virginia, submitted an application to USDOT for a \$300 million TIGER grant to help improve Norfolk Southern's rail lines and facilities between the Gulf Coast and the Northeast. All the improvements to the Crescent Corridor are scheduled for completion in 2020. *[Railway Track and Structures]*

**NS To Expand Harrisburg Intermodal Facility**

Norfolk Southern Railway Company (NSR) proposes to reconfigure and expand its existing Harrisburg Intermodal Facility to meet projected current and future demands for freight transportation in the Harrisburg, Pennsylvania region. The proposed project is designed to address future intermodal infrastructure needs, increase energy efficiency in the transport of goods, and optimize transportation efficiency in the movement and distribution of goods.

The project site is located at the existing Norfolk Southern Harrisburg Intermodal Facility within the City of Harrisburg, Dauphin County, Pennsylvania approximately one-half mile east of the Susquehanna River. The project area encompasses an area of approximately 311 acres of industrially zoned lands along a 4.0 mile linear parcel oriented north-south through the City. The project area is bordered to the north by Linglestown Road and to the west by residential, commercial and industrial properties along 6<sup>th</sup> Avenue, 7<sup>th</sup> Avenue and Fisher Road. The southern boundary is approximately 1,000 feet south of Herr Street. The eastern boundary is bordered by existing industrial and commercial businesses along Industrial Road. Interstate 81 runs perpendicular to the site across the northern third of the site.

The existing Harrisburg Intermodal Facility was constructed over 30 years ago. It has approximately 16,500 feet of pad track for loading and unloading railcars and 1160 trailer parking spots.

The Harrisburg Intermodal Facility Expansion will consist of the following:

- Two additional pad tracks, one 2,700-foot long and the other 8,700-foot long to allow sufficient loading and off-loading of railcars and tractor trailers.
- One support track 9000-foot long.
- Paved areas for the parking of an additional 910 trailers.
- Improved inbound and outbound gate areas including a new gate building.
- Reconfiguration of the Harrisburg Intermodal Facility support yard tracks to create sufficient land to accommodate the work planned above. *[Edited from Norfolk Southern Brochure]*

**Norfolk Southern CEO Notes Positive Momentum in 2009 Annual  
Report Message to Stockholders**

NORFOLK, Va. – In his message to stockholders in the 2009 Annual Report, posted online March 18, Norfolk Southern Corporation CEO

Wick Moorman (NYSE: NSC) says the company "withstood the economic shocks of 2009 to produce good economic results, and I go into 2010 with a sense of optimism for our future prospects."

Compared to a year ago, Moorman said, "we have a much clearer picture of our own economic outlook and can act accordingly." He cited the company's strides in safety and service, along with disciplined cost control, continued investment in key projects, and aggressive pursuit of new business opportunities, as important indicators.

"Even in the face of the recession," Moorman said, "we made significant gains in each of these areas, and these same strategies will drive our continuing success in 2010 and beyond. While the short-term economic outlook remains somewhat uncertain, the longer-term prospects for Norfolk Southern and the railroad industry remain very bright."

"We go into the new year with positive momentum. Our traffic levels increased sequentially in both the third and fourth quarters of 2009, and we're confident many of the cost efficiencies we achieved in 2009 will remain in place as we see rail traffic continue to increase," Moorman said.

The annual report is available on the company's Web site at [www.nscorp.com](http://www.nscorp.com). Some 200,000 copies are distributed to stockholders, the financial community, news media, and libraries. Norfolk Southern's annual report is certified by the Forest Stewardship Council, which promotes environmentally responsible printing standards. To request a copy, call 800-531-6757, e-mail [annualreport@nscorp.com](mailto:annualreport@nscorp.com), or write to Norfolk Southern Corp., Corporate Communications Department, Three Commercial Place, Norfolk, Va. 23510-9217. [Norfolk Southern Corporation]



#### **NJ Transit To Begin Restoring Lackawanna Cutoff This Year**

NEWARK, N.J. — New Jersey Transit said it is poised to begin work later this year on restoring the portion of the Lackawanna Cutoff between Port Morris and Andover Township, N.J., the *Morris County Daily Record* (N.J.) has reported. The work will continue despite a setback on the Pennsylvania portion of the line's restoration.

Conrail abandoned the 88-mile, ex-Lackawanna main line to Scranton, Pa., stripping rail from the route in 1982. The state purchased it in 2001 for a future commuter corridor. Restoring the entire line to Scranton for passenger service is estimated to cost \$551 million, but NJ Transit's plan to put the tracks back in as far as Andover Township will cost \$36.6 million.

To complete Pennsylvania's portion of the project, legislators asked for \$401 million in high speed rail funding as part of the American Recovery and Reinvestment Act. However, federal officials denied the application, leaving the restoration project without a funding source.

NJ Transit spokesman Dan Stessel said the rejection won't impact the start of restoration work on the Andover section this year. "Our role in this application was to provide Pennsylvania with technical information," he said. "We remain partners with Pennsylvania. The next step for Pennsylvania is to identify funding." [TRAINS News Wire]



#### **First SEPTA Silverliner V Cars Delivered**

The Southeastern Pennsylvania Transportation Authority (SEPTA) took delivery of three Silverliner V Regional Rail pilot cars manufactured by Hyundai-Rotem. The cars will undergo a series of tests for the next three months, including propulsion, braking, communications, cab signalization, climate control systems and ride quality. SEPTA plans to place some of the cars in revenue service by late summer. In addition to the cars, which cost \$2.1 million each, the agency took delivery of nine

Silverliner V car shells, bringing the total number of shells on hand to 27. SEPTA has ordered 120 of the cars from Hyundai-Rotem to replace 74 Silverliner II and III cars, which are more than 40 years old.

[Progressive Railroadings]



WRAPPED SILVERLINER V CARS BEING OFFLOADED AT THE PACKER AVENUE MARINE TERMINAL IN PHILADELPHIA. PILOT CARS ARE NUMBERED 701, 801 AND 802.

SILVERLINER V No. 701 ON THE RAILS AT LIBERTY YARD, PHILADELPHIA ON MARCH 3, 2010. PHOTO BY JOHN P. ALMEIDA - USED WITH PERMISSION



## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN APRIL

**Apr. 13, 1846** - Pennsylvania Railroad Company (PRR) incorporated in Penna.; charter includes a 5 mills per ton-mile "tonnage tax" on freight during canal season (Mar.-Dec.) to protect state investment in Main Line; charter and supplement are signed on same day.

**Apr. 19, 1865** - PRR offices closed and all non-essential employees given a day off to mark President Lincoln's funeral, which is held in the White House; all business in Philadelphia is suspended for two hours during funeral.

**Apr. 25, 1880** - Camden & Atlantic Railroad begins running seasonal Sunday express train between Camden and Atlantic City.

**Apr. 14, 1901** - New drawbridge opens across Chesapeake & Delaware Canal on the Delaware Division.

**Apr. 26, 1906** - House wrecking starts along south side of 32nd Street in New York City on site of new Penn Station.

**Apr. 29, 1911** - Excursion train carrying 169 school teachers from Utica, N.Y., to Washington derailed and burns south of Martins Creek, N.J., on Belvidere-Delaware line; 11 killed and 40 injured; caused by defective track under repair and failure of track crew to post warning flags; wooden DL&W cars were lighted by Pintsch gas.

**Apr. 26, 1916** - PRR begins operating workers' passenger trains into Baldwin Locomotive Works from North Eddystone station to serve munitions plants on Baldwin's Eddystone site.

**Apr. 13, 1921** - At noon, all PRR locomotive and shop whistles system-wide are blown for 30 seconds to mark company's 75th anniversary;

American flags are flown on all company stations, shops and other large buildings.

**Apr. 8, 1926** - Second section of southbound *Nellie Bly* derails on split rail while taking curve at Delair, N.J. at excessive speed; engineer, fireman and one passenger killed; 40 injured.

**Apr. 12, 1931** - "B" Tower at approach to Broad Street Station in Philadelphia abandoned and functions assumed by "A" Tower; all tracks on upper level of West Philadelphia Station abandoned.

**Apr. 1936** - PRR considers operating an overnight train of MP54 MU cars each way between New York and Washington at a substantial reduction below regular coach fare.

**Apr. 23, 1941** - PRR Board authorizes \$375,000 for experimental steam-turbine locomotive, originally Class R2 4-8-4 (later War Production Board restrictions mandate use of heavier carbon steel resulting in Class S2 6-8-6).

**Apr. 28, 1946** - PRR restores operation of through trains and parlor cars between Philadelphia and Atlantic City via Delair Bridge; also restores through Washington-Atlantic City summer-only parlor car, but without through trains as in prewar years.

**Apr. 29, 1951** - *The Statesman* restored eastbound between Pittsburgh and Harrisburg; *The Duquesne* and *The New Englander* restored between New York and Philadelphia.

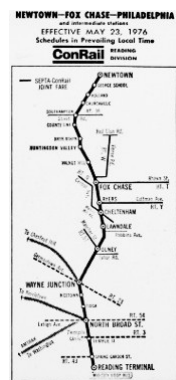
**Apr. 27, 1956** - PRR leases 12 Santa Fe 2-10-4's to ease motive power shortage caused by upturn in traffic and delay in receiving new diesels; cost is cheaper than making heavy repairs to restore own J1's to service.

**Apr. 29, 1961** - *Nellie Bly*, last New York-Atlantic City passenger train, makes last run.

**Apr. 27, 1966** - Full ICC announces approval of Penn Central merger at 12:00 noon; adds two new conditions: to include the New Haven and its passenger service.

**Apr. 1967** - PRR announces it has acquired 255 large-volume 40-foot highway trailers.

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



## TIMETABLE 04-10

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

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**Thursday thru Saturday, April 8-10, 2010**

**N.R.H.S. Spring Board of Directors' Meeting** in Huntington, WV hosted by the Collis P. Huntington Chapter.

**Saturday and Sunday, April 10-11, 2010**

**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 thru Saturday, April 22-24, 2010**

**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 thru Sunday, April 29-May 2, 2010**

**42<sup>nd</sup> Annual Meeting** of the Pennsylvania Railroad Technical & Historical Society in Camp Hill, Pa. Hosted by the New England Chapter. Info: [www.prths-ne.org](http://www.prths-ne.org).

**Saturday, May 8, 2010**

**National Train Day.** Info: [www.nationaltrainday.com](http://www.nationaltrainday.com).

**Friday thru Sunday, May 14-16, 2010**

**Spring Steam Engine Show** by the Williams Grove Historical Steam Engine Association. Info: 717-766-4001 or [www.wghsea.org](http://www.wghsea.org).

**Saturday, May 15, 2010**

**Steam Excursion** behind Reading & Northern No. 425 from Tunkhannock to Jim Thorpe sponsored by the Wyoming County United Way. Info: <http://www.wyomingcountyunitedway.org/node/8>

**Saturday and Sunday, May 15-16, 2010**

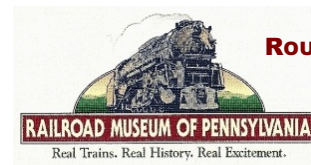
**The Great Lehigh Valley Train Meet** at the Merchants Square Mall, 1901 South 12<sup>th</sup> Street, Allentown, Pa. Info: [www.valleygoto.com/train.html](http://www.valleygoto.com/train.html).

**Friday thru Sunday, May 21-23, 2010**

**2010 Cass Railfan Weekend** by the Cass Scenic Railroad with trains to Whittaker, Old Spruce and Bald Knob. Info: [www.msrlha.org](http://www.msrlha.org).

**Sunday to Sunday, June 20-27, 2010**

**Train Collectors Association 56<sup>th</sup> National Convention** in Baltimore, Md. hosted by The Washington, Baltimore and Annapolis Chapter. Info: [www.tcabalt2010.org](http://www.tcabalt2010.org).



**ROUTE 741 EAST, STRASBURG, PA**

**WWW.RRMUSEUMPA.ORG**

**717-687-8628**

**Through Friday, December 31, 2010**

**Trains In Motion Pictures Exhibit**

**Sunday, March 14, 2010**

**Charter Day**

**Friday through Sunday, May 21-23, 2010**

**Conrail Days**

**Friday through Sunday, June 4-6, 2010**

**Pennsy Days**

**Saturday, June 12, 2010**

**MA and PA Railroad Day**

**Wednesday through Monday, June 30 - July 5, 2010**

**Reading Railroad Days**



**RIDING THE READING....**

**READING COMPANY EVENTS IN APRIL**

**Apr. 4, 1833** - Philadelphia & Reading Rail Road chartered.



**Apr. 1, 1880** - Reading makes first test of Baldwin 4-2-2 "Bicycle" type locomotive No. 507 with 78" drivers designed for high-speed running between Jersey City and Philadelphia.

**Apr. 25, 1885** - West Brookside breaker burns.



**Apr. 1, 1910** - P&R grants a 6% wage increase to all employees making less than \$300 per month.

**Apr. 20, 1910** - P&R Board of Directors approves contract for new passenger station at White Deer, Pa.

### MARCH, 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, March 21, 2010. The meeting was called to order at 3:00 p.m. by President Tom Shenk with 49 members and 2 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** Tom Shenk asked for a motion to approve the January minutes. Evan Russell approved the motion and Steve Himpls seconded the motion. The January membership minutes were approved as printed in the *Lancaster Dispatcher*.

**MEMBERSHIP:** First Vice-President Fred Kurtz reported this year's membership numbers are 185 regular basic memberships and 108 family memberships. Fred reported that National has received 10 donations totaling \$202.00 and the Chapter has received 33 donations totaling \$646.00. Fred announced that he has the chapter website up and running. The internet address is [www.NRHS1.org](http://www.NRHS1.org). Fred has already put a map of the chapter home location, as well as a calendar of the Chapter's upcoming events and activities. Upcoming plans are to put the following items on the website: current and back issues of the *Lancaster Dispatcher*, postings of cancelled meetings due to bad weather and the Hershey Park work date schedule.

**CHAPLAIN:** Chaplain Doris Geesey read a poem to the chapter membership about "Slowing Down." Steve Himpls thanked the chapter for all of the well wishes and cards he received during his recent neck surgery. John Irwin and Charles Jones were in attendance at the chapter meeting and gave updates on their recent eye surgeries. Charles Jones also gave an update on his wife Sandy's gall bladder surgery. Thank you cards were received from the following chapter members for their recent surgeries: Lorrie Steffy, John Irwin, Charles and Sandy Jones. Our Chaplain also had surgery to have stints put in. If any one has any information on any chapter members, pass it along to our Chaplain.

**TREASURER:** Treasurer Toady Kennel gave the Treasurer's Report for the months of January and February. Tom announced that the Audit Committee of Charles Jones, Bill Richard, and Karen Roth found all paperwork in order. The report will be accepted for future audit.

**BOARD OF DIRECTOR'S REPORT:** Tom McMaster reported that the spring cleanup day for the Freight Station will be Saturday, May 15th at 9:00 a.m. The Christiana Fire Hall will be having a breakfast on May 15th. Chapter members who are interested can attend the breakfast and then meet at the Freight Station for the cleanup. Tom Shenk thanked Glenn Kendig for snow removal at the Freight Station during the two big snow storms in February. Tom announced some upcoming "away" chapter meetings and programs. April's chapter meeting will be at the Freight Station and the program will be by Jack Stoner on the Clinchfield Railroad. The May meeting program will be from Frank Tatnall, president of the Philadelphia Chapter. The June chapter meeting will be at the New Freedom Station, hosted by Marlyn and Doris Geesey. The July meeting idea was the Robert Fulton Birthplace, but they are requesting more than the chapter's usual donation to hold a meeting there. Tom Shenk needs volunteers to help get the Heritage Grant application for the caboose ready before the April deadline. The 75th Anniversary Fall Board Meeting, hosted by the Lancaster Chapter, will be held November 4-7, 2010. The banquet will be held Saturday, November 6, at the Eden Resort Inn.

**NATIONAL DIRECTOR'S REPORT:** Smoke Shaak announced that

the Spring Board of Director's meeting will be held in Huntington, West Virginia, on April 9, 10, 11.

**TRIPS:** Ron Irwin gave an update on the chapter trip to Cape May in January. Ron reported that it was a successful winter trip. Ron estimated the profit for the chapter from the trip will be around \$1000.00. Tom thanked Ron and Deb, Dennis and Sue for all the hours and time they spend getting the trip organized. Ron also thanked Ed Mayover for his part in planning and getting the train. The chapter Trip Committee had been trying to get a winter trip together for a few years.

**ANNOUNCEMENTS:** Lou Hauck announced that an organization called "Steam into History" will be building an 1863 engine for the 150 year anniversary of Gettysburg, which will be in the year 2013. They plan on running the engine on the York and Central Line and eventually run the engine into New York City. They already received a grant and would like to have the 1863 engine built and five cars up and running by 2013. Tom announced that Evan Russell has a petition to sign if members are interested. The petition is for the State of New Jersey to upgrade the train tracks on the Cape May Seashore Lines to Cape May City. Fred Kurtz announced that chapter members can still work at Hershey Park for vouchers and earn money for the chapter. If anyone is interested, give Fred your e-mail address and he can send you the dates and times Hershey Park needs help. Glenn reported that the Strasburg Rail Road tickets the chapter has can be upgraded from coach to first class simply by paying the difference between the ticket prices. Glenn reported there was some confusion about the tickets. The ticket agents will be having a meeting to explain how to handle the tickets when they receive them. Tom reported that Glenn replaced some glass on the caboose.

**ADJOURNMENT:** The chapter meeting was adjourned at 3:35 p.m. Tom suggested that since it was such a nice day, the caboose would be open for members to view. The slide presentation was given by Glenn Kendig featuring slides the chapter received from Warren Habecker's collection.

*Respectfully Submitted: Donetta M. Eberly - Secretary*



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



#### **Money Raised For Restoration of 'Lindbergh Engine'**

STRASBURG, Pa. — The Railroad Museum of Pennsylvania received a \$50,000 check in matching funds for restoration of a historic steam locomotive March

16. The funds came from the Pennsylvania Railroad Technical & Historical Society.

The "Lindbergh Engine" is PRR E6 4-4-2 Atlantic No. 460. In May 1927, the engine pulled a special train for the International News Reel Co. Company employees processed, edited, and copied newsreel footage of the Washington reception for pilot Charles Lindbergh following his operation of the first successful trans-Atlantic flight. When the special train arrived in New York, it was shown to audiences in Manhattan's theater district. PRR retired No. 460 on Jan. 11, 1956, and it was sent to join the museum's collection, then in Northumberland, Pa. The money raised will fund total cosmetic renovation of the locomotive.

*[TRAINS News Wire]*



**Delaware Transit: There's a lot  
Riding on The Future of Rail  
Service In Newark**

The rail stop adjacent to the former Chrysler plant is one of the site's most significant assets -- but the trains could cease stopping there if one of several proposed Newark, Del., station locations gains the support of transportation officials, *The News Journal* reports.

The Delaware Department of Transportation is expected to release a study identifying the best place to build a new train station to support increased rail service in Newark. The station would support traffic from SEPTA and Amtrak, but officials also are hoping it would be on the route of expanded service by Maryland's MARC commuter rail system and part of a new passenger route connecting Wilmington and Dover.

"This is a very important project, and it's one we think is the future of Delaware and one that people are passionate about," said Stephen Kingsberry, executive director of the Delaware Transit Corporation.

One of the options under consideration by the state is building a new station on the Chrysler site, which the University of Delaware recently purchased with plans for a research and technology park. Kingsberry would not name the other Newark locations being considered, but Newark Mayor Vance Funk said one is along Library Avenue (Del. 72). City and university leaders want the station to be built on the 272-acre Chrysler site.

"The state is trying to get better rail service from the north and south," UD President Patrick Harker said. "You can almost go from Richmond, Va., to Boston at a low cost -- one of the two missing pieces is Perryville, Md., to Newark. There's a lot of interest in Amtrak and commuter rail because it's a very low-cost means of transportation."

Kingsberry said the stop at the Chrysler site lacks a station that meets modern standards for safety and capacity. He said the parking area and surrounding roads also would need upgrading. "There's only one track going into Newark currently, and we need to add at least another track so you could add more trains," Kingsberry said.

The Transit Corporation is pursuing an extension of MARC service and the funding to begin passenger service between Wilmington and Dover. Although the study is expected to determine the best location for the station, Kingsberry said, the state's budget problems make it hard to give a timetable for construction.

Funk said city leaders would like to see the rail stop stay put. He said relocating the station to Del. 72 would create traffic challenges because the route to get there winds through residential areas. [*Railway Age Rail Group News*]



**Port Authority Awards Largest Contract  
for WTC Transportation Hub**

The Port Authority Board of Commissioners awarded the largest contract to date for the World Trade Center Transportation Hub, which will allow a critical portion of the major transportation facility to be built that will eventually serve more than 200,000 commuters. The contract came in on budget.

The \$542-million contract was awarded to Skanska USA Civil Northeast Inc./Granite Construction Northeast Inc./Skanska USA Building Inc. It calls for the construction of the PATH Hall in the World Trade Center site's West Bath tub, as part of the World Trade Center Transportation Hub project. The work includes construction of four rail platforms and the installation of heating, ventilation and air conditioning systems; plumbing work, fire protection, architectural finishes and ADA compliance measures.

Importantly, the contract is consistent with the schedule outlined in the October 2008 World Trade Center Report and includes a "deck-over" solution for the construction of the PATH Hall roof to make it possible for the Memorial Plaza - part of which sits on that roof - to open in time

for the 10th anniversary of 9/11.

Previously, the Board awarded a \$338.8-million contract to DCM Erectors to furnish, fabricate and erect 22,305 tons of structural steel for the World Trade Center Transportation Hub. The amount of steel awarded for the Hub project is equivalent to the entire weight of the USS New York (the Navy's new ship), or almost twice the amount of steel used for the new Yankee Stadium.

Port Authority Chairman Anthony R. Coscia said, "This award ensures our continued progress on construction of the Transportation Hub, which will serve more than 200,000 people every day, and is critical to meeting our commitment to open the Memorial Plaza on the 10th anniversary."

Port Authority Executive Director Chris Ward said, "This contract keeps this world-class facility on schedule and on budget, and will help ensure we keep our commitment to opening the 9/11 Memorial on the 10th anniversary. We look forward to continuing the momentum on this key public transportation project, which will serve 200,000 commuters per day, provide service on the PATH system, connect 13 different subway lines, link the World Financial Center and the ferry system, house world-class retail and more."

The Board also authorized a Memorandum of Understanding with the New York City Police Department to provide traffic enforcement agent services to maintain the safe and efficient movement of vehicles around the perimeter of the World Trade Center site. [*Railway Track and Structures*]

**THIS MONTH'S BANNER PHOTO**

Conrail blue "Executive E" No. 4022 at Bay Head, New Jersey in August, 1978. Built by EMD in 1951 as Erie-Lackawanna No. 833, she was rated at 2250 hp. She later became CSXT No. 9991, Juniata Terminal Company No. 4022, New York & Greenwood Lake No. 833 and is presently painted as Erie Railroad No. 833.



**OPERATION LIFESAVER REMINDS YOU...**

At night, judging speed and distance is particularly difficult. Be very cautious.



Save the date for the third annual **National Train Day on May 8**. Major events will once again be held in Chicago, Los Angeles, Philadelphia and Washington, D.C.



**CONRAIL GG1  
No. 4800 IN  
BICENTENNIAL  
COLORS AT  
ENOLA, PA.  
APRIL 1976**

Let Conrail  Be Conrail

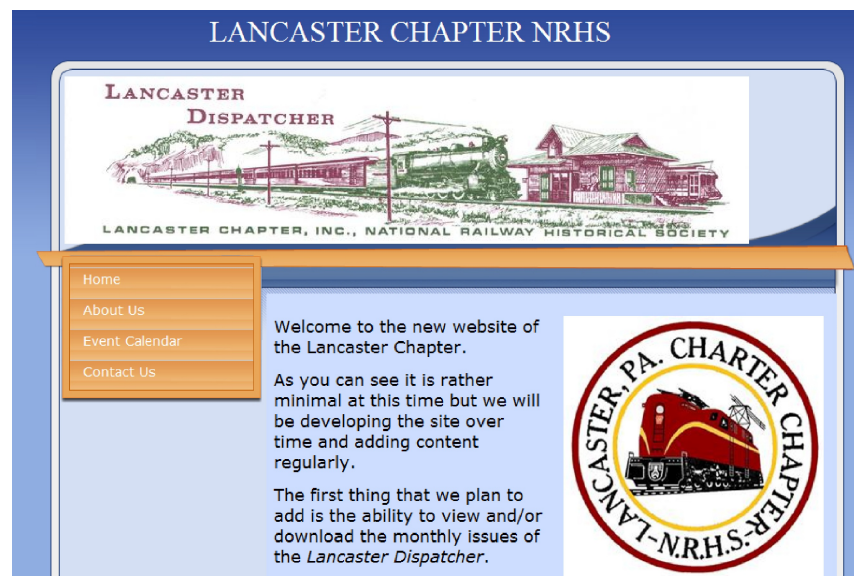
**Famous Last Words....**



***“INSIDE THE BACK PAGE”***  
***UPCOMING LANCASTER CHAPTER ACTIVITIES***

**NEW CHAPTER WEBSITE**

[www.nrhs1.org](http://www.nrhs1.org)



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April 12, 2010 – No Board Meeting

April 19, 2010 - Monday 7:30pm - Chapter Meeting - Christiana Freight Station

Jack Stoner – Slide presentation “ Appalachian Sojourn “  
Clinchfield Railroad

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May 10, 2010 – Monday - Board Meeting – 7:30pm – Ridgeway Travel Office – Lancaster

May 15, 2010 – Saturday – FREIGHT STATION SPRING CLEAN UP  
9:00AM – CHRISTIANA FREIGHT STATION

***Christiana Fire Company – Buffet Breakfast – 7:30am - prior to Spring Clean up – Fire Hall***

May 17, 2010 - Monday 7:30pm - Chapter Meeting - Christiana Freight Station

Frank Tatnall – Presentation  
*How the PRR moved its commuters in the waning years, 1955-1968*

**Chaplain Contact Information**

Doris Geesey  
Phone (717) 347-7637  
Email – [rscooter2@comcast.net](mailto:rscooter2@comcast.net)  
*Please keep our chaplain informed!*

**LANCASTER CHAPTER BOARD of DIRECTORS**

<b>President:</b>	Tom Shenk	717-560-1186
<b>1st Vice President:</b>	Fred Kurtz	717-625-1204
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<b>Chaplain:</b>	Doris Geesey	717-347-7637
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<b>2nd Director:</b>	Tom McMaster	717-274-5325
<b>National Director:</b>	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, April 19, 2010, starting at 7:30 P.M.**

**LANCASTER CHAPTER  
NATIONAL RAILWAY  
HISTORICAL SOCIETY  
10 Railroad Avenue  
Christiana, PA 17509-1416  
610-593-4968**



The **LANCASTER DISPATCHER** is published monthly as the newsletter of the Lancaster Chapter, NRHS and is mailed to each member of the Chapter as one of the benefits of membership. Annual membership dues are \$56 (includes both Lancaster Chapter and National). Opinions and points of view expressed herein are those of the editor, staff or contributors and not necessarily those of the membership, officers, or the NRHS. The deadline for all items submitted is the fourth Monday of the preceding month. Address changes or corrections should be sent to: Fred Kurtz, 668 Snyder Hill Rd., Lititz, PA 17543-8945 or email: [fkurtz@nrhs1.org](mailto:fkurtz@nrhs1.org)

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