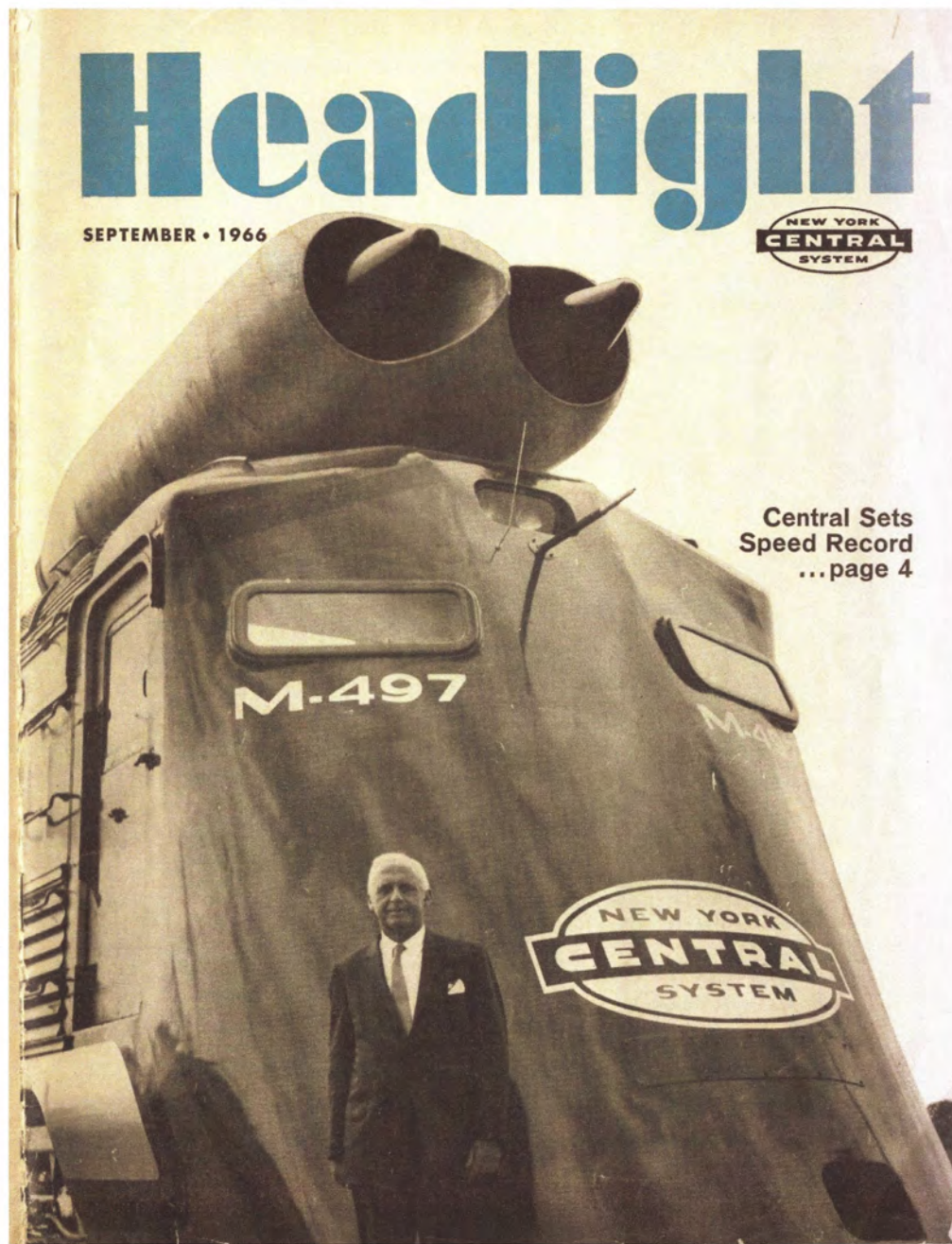




LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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SEPTEMBER 2010



Alfred E. Perlman, President of New York Central, with NYC's M-497 jet-powered test car.



# JET POWERED RAILROAD CAR TESTED BY NYC



## SETS NEW U.S. RAIL SPEED RECORD

▶▶ A New York Central jet-powered test car, M-497, established a new U.S. rail speed record of 183.85 miles per hour during research operations on July 23.

Alfred E. Perlman, NYC President, said, "The test car is a rolling laboratory, equipped to provide data never before obtained." Mr. Perlman stressed that while he is "gratified" the unit set a new speed record, the information accumulated during the test period is more important and will assist the railroad in determining future policy with regard to rail passenger services. "This is part of Central's overall forward planning in projecting the future of its passenger business," Mr. Perlman said. "It in-

cludes a marketing study, utilizing the latest technological and marketing tools to determine possible costs and revenues in order to set our future course."

Tests with the world's first jet-powered rail car were conducted between Butler, Ind., and Stryker, O.

New York Central's famed "999" was the first locomotive to travel at speeds over 100 miles an hour. On May 10, 1893, the "999" set the record of 112.5 miles per hour on a run between Batavia N. Y., and Buffalo.

Mr. Perlman emphasized that the test operations "were not an attempt to set speed records, but rather a scientific experiment to determine complete data on

New York Central Headlight



the capabilities of standard equipment run at ultra high speed with safety and comfort over track and roadbed maintained at normal standards." He noted that the test car "is not a planned prototype of future high-speed rail equipment."

The speed runs were made on track which has been pounded by heavy freight trains for more than 26 years. The test track, Mr. Perlman indicated, is equipped with standard 39-foot sections of rail, not welded rail, and the roadbed has received only normal maintenance. "Except for the addition of the jet power, necessary to attain the ultra high speeds required for the tests, we used ordinary tools under ordinary conditions to make a realistic study," he stated.

"The technology for developing high-speed intercity rail transportation is, and has been, available to us for some time," he said. "The future of rail passenger services now hinges on the economic and marketing aspects of the business."

Mr. Perlman pointed out that "for some months, Central has been applying its marketing program, so successful in its freight service, to its passenger operations. Our study will enable us to determine how we can best serve the needs of the traveling public for fast, reliable and less-costly intercity transportation, and, at the same time, combat the rising trend of our passenger deficit which is threatening the continuation of all rail passenger services."

The test vehicle, a 13-year-old Budd passenger car, was equipped with two General Electric turbo-jet aircraft engines, mounted on the forward end, and the car was fitted with a streamlined front at NYC's locomotive shop at Collinwood (near Cleveland). Otherwise, the test car is a standard self-propelled coach, which had been in regular commuter and interurban service.

The out-of-pocket costs of the tests, including purchase and installation of the two military surplus jet engines, were under \$35,000. This amount was provided by Central without any governmental or other grant.

As a rolling laboratory, the car was equipped with more than 50 instruments for measuring and recording speed, bearing temperatures and ride characteristics.

A minute radio transmitter fastened to the front axle sent information of wheel and axle stresses to recording equipment in the car. Acceleration and motion of the axles, trucks, and the car were measured at many locations and recorded on direct-writing oscillographs.

Certain data were also recorded on magnetic tape for future analysis by computers.

Remote controlled cameras photographed wheels and running gear. Temperatures of critical bearings and other equipment were measured continuously. A digital record of track irregularities was also obtained.

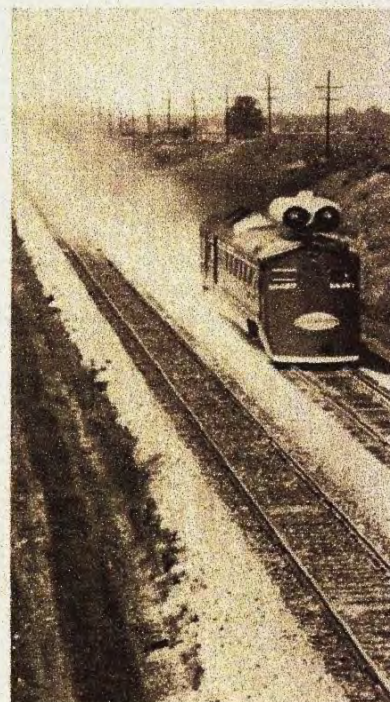
Four separate speed measuring systems were provided: one mechanical, one air speed, and two electronic. An automatic plotter provided a continuous trace of speed and distance traveled.

All crew members communicated with each other by means of intercom equipment in their helmets. In addition, two radio channels were used: one providing communications with an airplane flying ahead of the car, and one with the operations base at Bryan, Ohio.

Instrumentation was also provided in the track at the high speed section of the course. Electronic equipment measured speed, rail forces and displacements, vibration and air pressure.

Work in preparing and equipping the test car was done under the direction of technicians from Central's technical research laboratory, the Cleveland Technical Center, Inc. The same team of technicians conducted the test runs.

**NEW FACES OF 1966 . . .** New York Central's jet-powered test car, which set new U.S. rail speed record of 183.85 miles per hour, is a re-equipped, 13-year old Budd passenger car. Fitted with streamlined front and two turbo-jet aircraft engines, the test vehicle is a rolling laboratory equipped to provide data never before obtained.



**ROLLING LAB . . .** Interior of New York Central's jet-powered car, contains more than 50 instruments to record data never before obtained. Crew members communicated by intercom equipment in their helmets. Data was recorded on magnetic tape for computer analysis. Technicians from Central's technical research laboratory, Cleveland Technical Center, Inc., conducted test runs.





## THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



### Amtrak Orders 130 Single-Level Viewliner II Cars

Amtrak's long-awaited fleet renewal program finally got under way late Friday, July 24, when the railroad awarded a five-year, \$298.1 million contract to CAF USA for 130 new single-level "Viewliner 2" passenger railcars to support long-distance train services. The order, the first for passenger cars since the Acela Express program of the mid-1990s, includes 25 sleeping cars, 25 diners, 55 baggage cars, and 25 baggage/crew dormitory cars. The first car is scheduled to roll out of CAF USA's Elmira Heights, N.Y., assembly plant in October 2012.

The Viewliner 2s will be similar to Amtrak's existing, aging Viewliner 1 sleeper fleet, which will be supplemented with the 25 new sleepers. The diner, baggage, and baggage/dorms will replace all of Amtrak's ancient Heritage Fleet diners, baggage, and baggage/dorms, which date back to the 1940s and 1950s. All Heritage baggage/dorm cars were retired in 1996, and replaced with Heritage sleepers displaced from revenue service by the 50 production Viewliner 1 sleepers. These Heritage sleeper/dorms, some 25 cars, were in turn retired several years ago, with the dining and lounge car staff and other crew members then occupying space in the revenue sleepers on *Silver Star*, *Silver Meteor*, *Crescent*, *Lake Shore Limited* and *Cardinal* trains, reducing revenue capacity. The Viewliner 2 baggage/dorms will free up revenue space on these trains. They will also be capable of 125 mph, 15 mph faster than their predecessors, and thus fit into Amtrak's high speed rail plans.

The Viewliner 2s will feature modern interiors with improved configuration, better lighting, extra a.c. power outlets for personal electronic devices, and efficient HVAC systems. The baggage cars will feature bicycle racks. Though designed primarily with long-distance service in mind, the Viewliner 2 cars will be capable of operating anywhere on the Amtrak system.

CAF USA, a subsidiary of Construcciones y Auxiliar de Ferrocarriles of Beasain, Spain, will manufacture the cars' stainless steel shells and perform final assembly at Elmira Heights, where it currently produces equipment for several U.S. transit systems. CAF USA Vice President Virginia Verdeja said the company will add 575 jobs at the plant to fulfill the order.

There was only one other bidder, Alstom, whose U.S. manufacturing facilities are based in Hornell, N.Y. Both Alstom and CAF offered 100% domestic manufacturing, including car shells. CAF's bid was approximately \$90 million lower than Alstom's. (A local newspaper, the *Hornell Evening Tribune*, incorrectly reported that Bombardier Transportation and Kawasaki Railcar USA also submitted bids.)

Amtrak says the first year of CAF's five-year contract, which includes an option for up to 70 additional cars, will be financed with \$29.8 million from current revenues, "which are running above budget estimates due, in part, to ridership that is on a record-breaking pace." Amtrak says it will seek to fund subsequent years of the contract with other sources such as loans or direct Congressional appropriations.

"This equipment purchase is just the first step in our multi-year Fleet Strategy Plan to replace our entire fleet of passenger rail cars and locomotives over the next 30 years and help support the growth of a domestic rail manufacturing industry," Boardman noted, adding, "We are currently reviewing bids to replace many of the [AEM-7] electric locomotives used along the Northeast Corridor and may make a contract award yet this summer." The bidders for the 70-unit locomotive contract are Bombardier and Siemens.

The Viewliner 1s date back to the late 1980s. Three prototypes were assembled at Amtrak's shop in Beech Grove, Ind., in 1987-1988 from Budd Company components. Two sleeping cars (nos. 2300 and 2301) and one dining car (no. 8400) were built. These cars were in regular service until 2002; money from the 2009 federal economic stimulus package recently funded the restoration of no. 8400 to service. That car is in Beech Grove undergoing a rehab. The first production Viewliner 1s were built in 1995-1996 by Amerail/Morrison-Knudsen at Hornell (now Alstom). Initially, 100 sleepers were to be built, but Amtrak scaled the order back to 50. [*Railway Age Rail Group News*]



### Renovation of Lancaster Station Moving Forward

WASHINGTON, D.C. & LANCASTER, PA. – Following a productive meeting in late July, Amtrak and the Lancaster County Planning Commission (LCPC) are pleased to announce that issues surrounding the renovation of the Lancaster Station have been resolved and the project is moving forward as planned. As a result of the meeting, it was determined that no additional funds beyond Amtrak's estimate of \$1.7 million provided to the LCPC in 2008 will be needed for Amtrak's construction support.

The meeting, which was requested by Senator Bob Casey (D-PA) and Representative Joe Pitts (R-PA), included representatives from Amtrak, the Lancaster County Board of Commissioners as well as Senator Casey's, Representative Pitts' and State Senator Lloyd Smucker's (R-13) offices and provided a communications forum that all agreed was positive.

At the meeting, Amtrak agreed to provide more support of the project at the station through closer coordination of scheduling with LCPC's construction managers, KCITechnologies. It was also agreed that Amtrak and the LCPC will increase communication by convening periodic senior-level update meetings. Lastly, Amtrak offered to provide more detailed information on project invoices to the County of Lancaster to assist in greater transparency of Amtrak costs.

During the course of the meeting information came to light which provided a clarification for all and emphasized the importance of delivering a timely and cost-effective project that's within budget. This new spirit of cooperation will ensure that the project partners deliver a great project to the Lancaster County community."

At issue was the original Amtrak cost estimate (\$833,280) which was prepared in 2007 without a construction schedule from the LCPC that focused heavily on non-construction related activities. A revised cost estimate (\$1.7 million) was prepared in 2008 and provided to the LCPC after Amtrak's review of the planned communication and electrical work that Amtrak labor forces are entitled to perform at Amtrak-owned stations per its union agreements. [*Edited from Amtrak*]



### CSX Derails Freight in Howard Street Tunnel

BALTIMORE — CSX's route into Baltimore from the Northeast was closed on August 5<sup>th</sup> following a 13-car derailment in the railroad's Howard Street Tunnel, the *Baltimore Business Journal* has reported. The derailment

occurred around 8 a.m., and no injuries have been reported. The 7,341-foot-long tunnel takes CSX tracks beneath downtown Baltimore, tying the railroad's route from Philadelphia to those bound for points south and west.

CSX officials say their workers began removing cars from the tunnel around 2 p.m. today, and expect to reopen the tunnel by 6 tomorrow morning. Two derailed cars were carrying hazardous materials, but neither car was breached in the incident. [TRAINS News Wire]



### **Norfolk Southern Reports Second-Quarter 2010 Results**

NORFOLK, VA., July 27, 2010 – Norfolk Southern Corporation reported second-quarter 2010 net income of \$392 million, an increase of 59 percent, compared with \$247 million for second-quarter 2009. Diluted earnings per share were \$1.04, up 58 percent, compared with \$0.66 per diluted share earned in the second quarter of 2009.

“Norfolk Southern delivered strong financial results in the second quarter, based on continuing operating leverage,” said CEO Wick Moorman. “This is our fourth straight quarter of volume growth, and we are optimistic about continued year-over-year increases in rail traffic. We remain focused on reinforcing the safety and quality of our franchise, improving operational efficiency and service, and supporting future business growth.”

Second-quarter railway operating revenues improved 31 percent to \$2.4 billion, compared with the second quarter of 2009, primarily as the result of a 22 percent increase in traffic volume.

General merchandise revenues were \$1.3 billion, 31 percent higher compared with second-quarter 2009 results. Coal revenues increased 36 percent to \$696 million compared with the same period last year. Intermodal revenues were \$451 million, 23 percent higher compared with the second quarter of 2009.

Railway operating expenses for the quarter were \$1.7 billion, 22 percent higher compared with the same period of 2009, primarily due to higher compensation and benefits, and fuel expenses. Income from railway operations improved 57 percent to \$733 million in the second quarter compared with the same period last year.

The railway operating ratio was 69.8, a second-quarter record, and an improvement of 5 percentage points compared with 74.8 percent during second-quarter 2009. [Norfolk Southern Corp.]

### **Norfolk Southern Completes \$21 Million Worth of Track Work in Seven Days in Southwestern Pennsylvania**

NORFOLK, VA. – In early July, Norfolk Southern's Maintenance of Way and Structures Department completed \$21 million in track, signal and bridge work in seven days on one of its primary coal lines in southwestern Pennsylvania. The Mon Line extends approximately 85 miles from Pittsburgh to coal mines in Washington and Greene counties. In 2009, almost 42 million tons of coal was transported over this rail line. Approximately 20 trains daily use the Mon Line.

“Because the Mon Line is critical to Pennsylvania's coal industry, every year in early July we undertake an intensive effort to maintain and improve the rail infrastructure to ensure that the mines continue to receive consistent and reliable service,” said Tim Drake, NS' vice president engineering. “It is a testament to the commitment of our employees that they are able to work under extreme conditions, during one of the hottest weather periods in recent years, safely and productively.”

Scheduled to coincide with the coal miners' annual summer break, between July 4 and July 10 nearly 600 NS engineering employees from across the railroad's 22-state system installed more than 56,000 crossties, laid almost 19 miles of new rail, rehabilitated and repaved 23

public at-grade railroad crossings, resurfaced the entire line, replaced one bridge and performed substantial work on two other bridges. Six work trains, along with more than 100 pieces of large machinery were utilized. Under normal curfew conditions it would take approximately three months to accomplish this work, with significant disruptions in service. [Norfolk Southern Corp.]



### **Putting Some 'Mute' in Your 'Commute'**

NEWARK, NJ — NJ TRANSIT Executive Director James Weinstein announced plans to conduct a 90-day pilot program to test the feasibility of offering “Quiet Commute” cars on NJ TRANSIT trains.

“Customers have asked us to offer a Quiet Commute option in an effort to balance the needs of people who want to stay connected while aboard our trains with those who want to relax or work in a quiet atmosphere,” said Weinstein. “We're going to offer this amenity as a pilot program and rely on customer feedback to determine whether to make Quiet Commute a permanent NJ TRANSIT amenity.”

Beginning September 7, Quiet Commute cars will be offered weekdays on the first and last cars of Northeast Corridor express trains in the “3900-series” – which operate to and from the outer-zone stations of Trenton, Hamilton and Princeton Junction. The 3900-series was selected because the trains' relatively long trip times and regularly high ridership provide an ideal testing environment. Quiet Commute cars are intended to provide a subdued environment for customers who wish to refrain from using cell phones and are willing to disable the sound feature on pagers, games, computers and other electronic devices. Conversations should be conducted in subdued voices, and headphones should be used at a volume that cannot be heard by other passengers.

Conductors will inform customers of Quiet Commute expectations by using specially designed business cards that explain the program in English and Spanish. The cards, first used by SEPTA in their own Quiet Car program, are intended to gently remind customers of their location without disturbing others on the car.

NJ TRANSIT will be collecting feedback from customers over the pilot period via njtransit.com and through electronic surveys, as well as onboard from customers and train crew members.

NJ TRANSIT is now the largest transit agency in the nation to offer a Quiet Commute option. Other transit agencies that currently offer “Quiet Cars” include SEPTA, Virginia Railway Express (VRE), MARC (Maryland), Altamont Commuter Express (California) and the Capital Corridor (California).

The idea of offering a Quiet Commute program has consistently ranked high among NJ TRANSIT customer suggestions.

The Quiet Car concept was born in late 1999 when a small group of regular Amtrak commuters asked their conductor if one car of their early morning Philadelphia-Washington train could be designated as “cell phone-free.” The conductor agreed and Amtrak quickly expanded the concept. Within months, most weekday Amtrak trains on the Northeast Corridor featured Quiet Cars. [NJ Transit]



### **PRR, PRSL & LIRR EVENTS IN SEPTEMBER**

**Sep. 1880** - PRR contracts for straightening line between Radnor and Eagle (Strafford) and between Green Tree and Malvern.

**Sep. 1, 1885** - PRR cuts shops from 9 to 8 hours and no Saturday work because of poor business.

**Sep. 12, 1900** - PRR Board authorizes automatic block signals

Philadelphia-Paoli.

**Sep. 24, 1904** - Work resumes adding third track to Wilmington track elevation north of Brandywine Creek.

**Sep. 15, 1907** - Columbia & Port Deposit reopens after being closed to permit construction of McCalls Ferry (Holtwood) Dam; track raised for 13 miles.

**Sep. 8, 1910** - Pennsylvania Station, New York, opens for LIRR trains at 3:01 AM; 650-volt D.C. electrification extended from Woodside to Penn Station; first train, a newspaper-only local to Port Washington, departs at 3:36 AM. first train arrives 4:34 AM; official train leaves for Jamaica at 9:32 AM.

**Sep. 24, 1913** - PRR Board approves electrification of Chestnut Hill line, including 40 MU cars; budgeted at \$1.63 million.

**Sep. 2, 1915** - First test run of three-car MP54 MU train between Paoli and Broad Street Station.

**Sep. 21, 1918** - Pres. Rea writes letter to USRA protesting \$1.6 million expenditure for electric headlights on locomotives.

**Sep. 24, 1924** - PRR Board approves plan for Newark Improvements, consolidating all service at Market Street Station and abandonment of Manhattan Transfer.

**Sep. 27, 1925** - *The Red Arrow* inaugurated between Detroit and New York (eastbound only); named for Red Arrow (32nd) Division of American Expeditionary Force, composed primarily of men from Michigan and Wisconsin. Established westbound on Sep. 26, 1926.

**Sep. 30, 1928** - Regular electric local service begins between Philadelphia and Wilmington.

**Sep. 28, 1930** - Upper level of 30th Street Station opens at 2:01 AM for all MU trains using Suburban Station and steam trains to Wilmington, Baltimore, and Washington from Broad Street Station; Suburban Station opens with seven tracks (6-12) and four platforms for MU commuter trains only; "BROAD" Tower at Suburban Station placed in service.

**Sep. 24, 1932** - Paoli-Frazer-West Chester passenger service abandoned and replaced by buses.

**Sep. 18, 1936** - ICC approves abandonment of Pomeroy Branch between Landenberg, Pa. and Thompson, Del.

**Sep. 11, 1940** - PRR Board authorizes retirement of Kittanning Point passenger station at Horseshoe Curve.

**Sep. 6, 1943** - Eastbound advance section of *Congressional* derailed at 56 MPH at Frankford Jct. in Philadelphia at 6:06 PM; journal of 7th of 16 cars burns off; 6th-15th cars derailed; 7th and 8th car sliced open in collision with signal bridge; 79 killed; east-west trains detoured via Trenton Cutoff with MU shuttles between Philadelphia and Harrisburg; Washington trains detoured via LV-Reading and Cresheim Branch-Trenton Cutoff; Delair Bridge trains and some Clockers rerouted to Camden.



**Sep. 12, 1943** - Fire at Broad Street Station destroys track and umbrella sheds built in 1923. *Photo shows damage to the structure and overhead catenary. The tall building in the left background is the Philadelphia YMCA.*

two 2,000-HP General Motors E7A's No. 5900-5901, delivered at Indiana Harbor; temporarily assigned to Harrisburg-Altoona service as L&N refused to use in pool service on *The South Wind* without a way to equalize the mileage; later assigned to *The Red Arrow* between

Harrisburg and Detroit; Detroit run chosen because GM executives ride train. (Note: PRR 5901 is on display at the Railroad Museum of Pennsylvania in Strasburg - Ed.)

**Sep. 17, 1947** - *Freedom Train* leaves Philadelphia on 33,000-mile nationwide tour carrying the Declaration of Independence, Constitution, and other historic documents and patriotic displays; PRR donates three coaches which are rebuilt to house the exhibits; Pullman donates three sleepers for staff, Santa Fe donates an equipment car, and Alco a PA-1 diesel locomotive.

**Sep. 1955** - PRR begins using slogan "Don't Stand Me Still" on pay checks, freight cars and posters; claims if cars were kept rolling an extra 15 minutes a day, it would be the equivalent of 20,500 new cars; slogan is also sung to tune of "Don't Fence Me In" over PA systems at employee meetings, etc.

**Sep. 19, 1958** - "WEST CHESTER" Block Station removed from service.

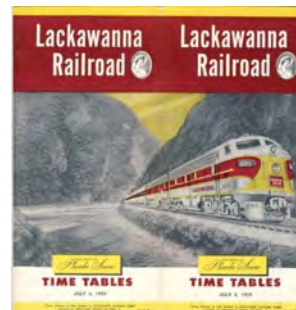
**Sep. 26, 1962** - PRR Board authorizes contracts for the demolition of Penn Station and the construction of foundations for new Madison Square Garden.

**Sep. 30, 1963** - James M. Symes retires as PRR Chairman.

**Sep. 21, 1966** - ICC approves single-tracking PRSL between Winslow Jct. and Absecon, New Jersey.

**Sep. 21, 1967** - PRR operates world's longest and heaviest freight train ever run to that time; 341-car, 35,805-ton ore train from Whiskey Island, Cleveland to Mingo Jct., Ohio; total of 25,000 locomotive horsepower with three units at head end and five mid-train slave units.

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



## TIMETABLE 09-10

For Lancaster Chapter  
News, see

"INSIDE THE BACK PAGE"

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Through March 26, 2011

"ALMOST as fast as birds can fly: the railroad in Delaware history" includes documents, photos, artifacts and stories

representing Delaware's railroad past and present. At the Delaware History Museum, 504 Market Street, Wilmington, De. Info: [www.dehistory.org](http://www.dehistory.org)

Wednesday thru Saturday, September 1-4, 2010

**National Narrow Gauge Convention** in St. Louis, Mo. Info: [www.30ngconvention.org](http://www.30ngconvention.org).

Sunday thru Monday, August 29 - September 6, 2010

**Williams Grove Historical Steam Engine Association "Steam Show"**. Info: [www.wghsea.org](http://www.wghsea.org)

Friday thru Monday, September 3-6, 2010

**Lehigh Gorge Scenic Railway Steam Excursions** using Reading & Northern 4-6-2 No. 425. Departs from Jim Thorpe, Pa. Info: [www.lgsry.com](http://www.lgsry.com).

Saturday, September 4, 2010

**Reading FP7 Whistle Stop Excursion** from East Stroudsburg to Scranton, Pa. by the Reading Company Technical & Historical Society. Info: [www.readingrailroad.org](http://www.readingrailroad.org) or [www.nps.gov/stea](http://www.nps.gov/stea).

Saturday and Sunday, September 4-5, 2010

**Railfest 2010** at Steamtown National Historic Site in Scranton, Pa. Info:



www.nps.gov/stea.

**Saturday and Sunday, September 11-12, 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).

**Thursday thru Saturday, September 16-18, 2010**

**Penn Central Railroad Historical Society Convention** at the Crowne Plaza Hotel in Coraopolis, Pa. Info: [www.pcrhs.org](http://www.pcrhs.org).

**Sunday, September 26, 2010**

**Lehigh Valley Chapter, NRHS 34th Annual Train Show** at Dieruff Senior High School, Washington & Irving Sts., Allentown, Pa. 10 am to 4 pm. Adm: \$5.00. Info: 610-824-7730 or [trolleys@ptd.net](mailto:trolleys@ptd.net).

**Thursday thru Sunday, September 30-October 3, 2010**

Princeton Junction 2010 - Mid-East Region, NMRA Convention at the DoubleTree Hotel, 4355 US Route 1, Princeton, NJ 08540. Info: [www.mer.nmra.org/MERConv/MERConv.html](http://www.mer.nmra.org/MERConv/MERConv.html).

**Saturday and Sunday, October 2-3, 2010**

**Altoona Railfest 2010** at the Railroaders Memorial Museum. Info: [www.railroadcity.com](http://www.railroadcity.com). >>> Note new date <<<

**Thursday thru Saturday, October 14-16, 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).

**Sunday, October 24, 2010**

**Farewell to the Budd Silverliner II's** - tour on SEPTA's Regional Rail System by the Friends of Philadelphia Trolleys. Departs 30<sup>th</sup> Street Station 10:00 am, returns at 3:00 pm. Fare: \$70.00. Info: [FPT2799@comcast.net](mailto:FPT2799@comcast.net).

**Saturday and Sunday, October 30-31, 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 Sunday, November 4-7, 2010**

**N.R.H.S. Fall Conference** hosted by the Lancaster Chapter at the Best Western Eden Resort Inn, Lancaster, Pa. The complete information packet is available on the Chapter website: [www.nrhl.org](http://www.nrhl.org).

**Saturday and Sunday, November 6-7, 2010**

**Fall Foliage Amtrak Excursions** from Roanoke, Va. to Danville, Va. on Saturday and Roanoke to Bluefield, WVa. on Sunday. Sponsored by the Roanoke Chapter, N.R.H.S. Info: [www.roanokenrhl.org](http://www.roanokenrhl.org).

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**RIDING THE READING...**  
READING COMPANY EVENTS IN  
SEPTEMBER

**Sep. 7, 1922** - Reading takes first prize for its float of *Boardwalk Flyer* in the annual Atlantic City boardwalk parade.

**Sep. 6, 1926** - Last run of Atlantic City Railroad's *The Baltic* from Baltic Avenue Branch in Atlantic City; end of passenger service on that branch.

**Sep. 30, 1929** - Reading opens new North Broad Street Station, designed by Horace Trumbauer in classical style, just south of PRR's North Philadelphia Station; at dedication, Reading Pres. Agnew T. Dice says may be able to electrify Philadelphia-New York route in two or three years.

**Sep. 8, 1932** - Reading signs operating contract with Stone Harbor Railroad.

**Sep. 8, 1959** - City of Philadelphia begins "Operation Northeast" on

Reading Fox Chase line.

**Sep. 2, 1965** - Three dissident directors of Reading invite Chairman William White of Erie-Lackawanna to discuss combination of E-L, Reading, D&H, B&M and CNJ as fourth eastern system.

**AUGUST, 2010**

**CHAPTER MEETING MINUTES**

**CALLED TO ORDER:** The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the home of Tom and Gerry Grassel, 91 Hilltop Drive, Conestoga, Pa. on Monday, August 16, 2010. The meeting was called to order at 8:00 p.m. by President Tom Shenk with 49 members present.

**MINUTES:** President Tom Shenk asked for a motion to approve the July minutes. Glenn Kendig approved the motion and Fred Kurtz seconded the motion. The July membership minutes were approved as printed in the *Lancaster Dispatcher*.

**MEMBERSHIP:** First Vice-President Fred Kurtz had no new membership information to report this month.

**CHAPLAIN:** Chaplain Doris Geesey read a poem to the chapter membership titled "Everyday we Live." Doris announced that Evan and Janice Russell's grandson, Kyle, and his family, were in an accident in Iowa enroute to the Sturgis Motorcycle Rally in South Dakota. Janice gave an update of her family's condition after the accident. Doris announced Virginia Irvin passed away on July 27. Jim Shuman, the last of the founding members of the Lancaster Chapter passed away on July 30. He would have been 96 years old on August 9. On behalf of the chapter, Doris sent a planter to Harry Evans, who was recently hospitalized. She also, on behalf of the Chapter, sent cards to the Evan Russell family and the family of Virginia Irvin. The chapter received thank you cards from the Virginia Irvin family and from Walter Pouge for his recent surgery. Doris also announced that Dutton Peters wife, Barbara, passed away August 14. Doris passed around the obituaries of Virginia Irvin and Jim Shuman for those chapter members who might not have heard about their passing. If anyone has any information on any chapter members (illnesses, birthdays, anniversaries) pass it along to our Chaplain.

**TREASURER:** In Treasurer Toady Kennel absence, Fred Kurtz gave the Treasurer's Report for the month of July.

**FALL BOARD MEETING:** Tom Shenk announced that everyone is welcome to come see Steve Barry for his Multi-Media Rail presentation on Thursday, November 4 at the NRHS 75th Fall Conference. The Chapter Banquet this year will be held on Saturday, November 6 at the Eden Resort Inn, Lancaster. There are a number of door prizes that will be given away at the Banquet. One door prize is a coupon good for behind the scenes at SEPTA. The Banquet speaker on Saturday, November 6 will be Dennis McIlnay. Dennis Allen will also give a slide presentation on November 5, from 7:30 p.m.-10:00 p.m. If chapter members would like to take any of the 75th Anniversary Fall 2010 Conference tours, they must fill out and return the Registration Form. If you plan on attending only the Banquet on Saturday, November 6, it's NOT necessary to return the Registration Form. There will be a Banquet Order Form in next month's newsletter for members who want to attend the Banquet only.

Tom Shenk went over some of the activities planned: Strasburg Railroad, "J" Tower tour, Wilmington & Western Railroad, lunch at the Christiana Freight Station, slide presentations, visit the Manheim Historical Society, Ma and Pa Railroad, Muddy Creek Forks, and Regional Vice President John Sweigart will have an evening meeting. Fred Kurtz will have a presentation on the History of the NRHS at the Banquet. Dennis Allen announced that all of the activities planned have a direct link to the Lancaster Chapter. The Lancaster Chapter became the holders for the York Chapter when the York chapter folded. Tom

Shenk announced that the National Board Meeting on Sunday, November 7 will start at 8:30 a.m. Tom Shenk announced that he needs volunteers to help with the Fall Conference. Fred Kurtz announced that the registration forms for the Fall Conference will be available on the chapter website if anyone needs one. ([www.nrhs1.org](http://www.nrhs1.org) - Ed.)

**ANNOUNCEMENTS:** Tom Shenk introduced Tom and Gerry Grassel to the chapter membership and thanked them for their kind hospitality in hosting the chapter membership meeting at their beautiful home. Fred Kurtz reported that he and Steve Himpel have sold quite a few Strasburg Railroad tickets for the chapter. Glenn Kendig gave an update on the caboose. Glenn would like the caboose to be completed before the Fall Convention in November. Glenn also announced there will be a work session on Saturday, October 23 at 9:00 a.m. to work on the caboose. The caboose's original roof was black but will be painted gray to reflect the sun's heat. Peggy Sweigart showed the chapter membership etched cutting boards and trivets with the same design as the afghan from National. The cutting boards are \$25.00, the trivets are \$12.00. If interested, contact Peggy. Fred Kurtz suggested that the chapter apply for a grant in "Trains" magazine. Also, since we did not receive any grant funds from the Heritage Grant, to reapply next year for that grant again. Tom Shenk thanked Tom Grassel again for all the train rides and presented him with \$167.00 from the chapter. Tom Grassel will donate the money to the Conestoga Historical Society. Tom Grassel announced the money will be used to complete a village that is behind the Conestoga Wagon Restaurant. Fred Kurtz reminded everyone that the last two surviving founding members of the Lancaster Chapter passed away this year: William Moedinger and Jim Shuman. Dennis Allen and Tom Shenk will be ordering bricks to be put in the walkway at the Christiana Freight Station in William and Jim's honor. Dennis Allen announced there was a railroad called the Lancaster and Southern Railroad that ran East to the Buck. The Rawlins camp meet celebrated their 125th anniversary and is the longest running camp meet in the United States. Dennis did some lectures for the Historical Committee on their anniversary date and received some tokens and two prints from 1914, which he passed them on to Chapter Historian Evan Russell. The items will eventually be displayed at the Christiana Freight Station. Richard Rutledge announced that it's the East Broad Top Railroad's 50th Anniversary. Richard announced the train will be running on Labor Day Monday and also times in November and December, if anyone is interested in riding the railroad.

**ADJOURNMENT:** The chapter meeting was adjourned at 8:30 p.m. Next month's chapter meeting will be our Annual Picnic. The Picnic starts at 4:00 p.m. and will be held on Sunday, September 12 at the Christiana Freight Station.

*Respectfully Submitted: Donetta M. Eberly - Secretary*



### **LESS THAN CARLOAD SHIPMENTS**

#### **LOCAL AND NATIONAL NEWS**



### **Diesel-Powered Trips To Greenbrier Resort Planned**

WHITE SULPHUR SPRINGS, W.Va. — The company that wants to build and operate a luxury train to the famed Greenbrier Resort will open a restoration shop in Pottstown, Pa., Aug. 1 and expects to renovate the 16-car consist with a July 2, 2012, target date for the first run. But, says Greenbrier Express Co. President and CEO Ross Rowland, don't expect to see steam on the point of the luxury special.

"At the moment, steam has no role," Rowland said in an exclusive interview with TRAINS, citing CSX's longstanding policy against

operating steam locomotives on its rails. The Greenbrier Express would run on CSX tracks for most of its planned route between Washington, D.C., and White Sulphur Springs, W.Va.

Late last month, Jim Justice, the owner of the luxury resort he bought from CSX, said he would invest \$15 million in the train and have Chesapeake & Ohio 4-8-4 No. 614 pull it. The engine is currently stored out of service on the Reading & Northern. But Rowland, who organized the successful steam-powered American Freedom Train and Chessie Steam Specials in the 1970s and 1980s, downplayed steam in the Thursday interview. "We're not trying to push it," Rowland said. "We're hoping that at some point, CSX will relax that policy and steam can be incorporated into the train, but it's not part of the plan."

Greenbrier Express, which is a majority-owned subsidiary of the James C. Justice Co. Inc. of Beaver, W.Va., is negotiating with Amtrak for an operating contract so that the Greenbrier Express will be operated as an Amtrak train. Trains will leave Washington on Tuesdays for a daylight run to White Sulphur Springs and return on Sundays. Trips out of White Sulphur Springs during the week are a possibility as well. Capacity is 210 and fares would be \$750 per person.

Greenbrier Express leased 40,000-square feet of space in a former Bethlehem Steel bridge erection shop in Pottstown. The shop has a 65-ton overhead crane and capacity for five cars indoors and storage for others outside. Rowland expects work on cars to begin this fall.



**Devoid of its NS markings, NSSX 8211 sits at Lansdale, Pa. on August 10, 2010. Photo by John Almeida - used with permission.**

The company purchased three Norfolk Southern C39-8s, which are en route to Pennsylvania freight and tourist carrier New Hope & Ivyland for repairs, and will ultimately go to Pottstown for paint.

Rowland said the train will consist of two of the diesels, two baggage-HEP cars, a casino instruction car made from a baggage

car, a VIP car with valet and nurse, an open-air car, two dining cars with 60 seats each, a kitchen car, seven parlor cars, and a rear observation-lounge with a deep platform for 10 passengers.

All of the cars will see extensive overhauls and new interiors. "Almost all of the work is tunneling the cars down to the frame and starting over," Rowland said. The cars will be named for prominent Americans from throughout the nation's history, Rowland said.

The rebuild will include new floors, ceilings, windows, and wiring with the objective, Rowland said, of "ending up with a train that lives up to its billing: 'World's Finest Train.'" [TRAINS News Wire]



### **La Grange May Build Diesels Again**

MCCOOK, Ill. — Electro-Motive Diesel may return to assembling locomotives at its famed La Grange plant, which is technically located in McCook, *Crain's Chicago Business* has reported. The company's only current production plant is located in London, Ont.

According to anonymous sources, EMD is looking at a U.S. manufacturing plant because provisions of the American Recovery and Reinvestment Act requires products purchased with the money be made in the U.S. The act provided \$8 billion to develop fast passenger trains the U.S., and if EMD elected to return to offering a line of passenger diesels, it could compete for that money.



The sources indicate Caterpillar (*see July, 2009 "Less Than Carload Shipments"*) hopes to choose a U.S. site within the next several months. The La Grange plant built diesels until the early 1990s; the old plant has been razed, but EMD's corporate offices remain on the site. [TRAINS News Wire]

### **Pennsylvania Applies For \$1.6 Million For High-Speed Rail Planning Study**

Pennsylvania has applied for a \$1.6-million federal grant from the High-Speed Intercity Passenger Rail Program to study possible expansion of rail service between Ohio and New York State through Erie, Governor Edward G. Rendell said. If selected for the federal grant, PennDOT will invest \$400,000 in state funds to complete the study.

"The Lake Erie Corridor has significant public support for its potential to expand rail service among Ohio, Pennsylvania, New York and points beyond," Governor Rendell said. "This application shows Pennsylvania's commitment to maintaining and expanding our intercity rail infrastructure by increasing efficiency and reducing road congestion.

The Lake Erie Corridor Investment Plan would examine potential infrastructure improvements to allow for fast, reliable passenger rail transportation. A Service Development Plan and environmental planning will help determine the feasibility of expanding the service. A cost/benefit analysis will also be performed, serving as the basis for a potential cooperative agreement among the states and local officials in finding funding for the improvements.

The corridor connects Erie with Cleveland, Ohio, and Buffalo, N.Y., and is now served by Amtrak's Lake Shore Limited service, which provides one train in each direction each day between Chicago, New York City and Boston.

The Federal Railroad Administration in March announced the availability of \$115 million for high-speed rail projects, \$50 million for planning and \$65 million for construction projects. The funding is part of President Obama's commitment to invest in efficient, high-speed passenger rail to address the nation's transportation challenges. [Railway Track and Structures]



### **LAST RUN - LANCASTER CHAPTER FOUNDING FATHER JAMES P. SHUMAN**

James Paul Shuman, born August 9, 1914 in Lancaster, Pa, died July 30, 2010, also in Lancaster, Pa.

He worked for the Pennsylvania Railroad for forty years as a freight agent and damage prevention specialist. He went into the Army during WWII and served as a supply sergeant in the war of the Western Pacific in Saipan from August 1942 through November 1945, receiving a marksmanship badge and a Bronze Star.

Jim was an ardent railroad fan and excellent photographer. His passion was the Pennsy electric operations. His photographs appear in two books, "Trackside Under Pennsy Wires" and "Pennsy Electric Years." Jim was a founding member of the Lancaster Railway & Locomotive Historical Club which became the National Railway Historical Society, in which he served as an officer. [Charles F. Snyder Funeral Home via Chapter Members Fred Kurtz and Helen Shaak]

### **BILL PURDIE, SOUTHERN'S STEAM MASTER, DIES**



ATLANTA - Bill Purdie, the beloved master mechanic for Southern Railway's extensive steam locomotive excursions in the 1960s and 1970s, died on the evening of July 22. He was 95.

Purdie joined Southern Railway as a helper in 1936 and progressed to machinist, and later to roundhouse foreman

at Atlanta's Pegram Shops in 1952. Southern's decision to operate an extensive series of steam-powered excursion trains led President W. Graham Claytor Jr. to ask Purdie to become master mechanic-steam in 1967. Purdie lived in Atlanta, but ran the program from an office in Irondale, Ala., site of the steam shop.

Purdie became a preservation icon during the era, whether holding down the fireman's side of the cab on engines 4501, 722, 630, and 750, or working through the night to repair them for an excursion the next day. Always approachable, he was kind to all, and revered by his workers and the fans. The program drew thousands who became familiar with Purdie and the Southern. As the years went on, Purdie was instrumental in the restoration and operation of more powerful locomotives that Southern leased, including Texas & Pacific 2-10-4 No. 610, Canadian Pacific 4-6-4 No. 2839, and Chesapeake & Ohio 2-8-4 No. 2716. With the 1982 Southern-Norfolk & Western merger, Purdie concluded his career with the restoration of N&W Class J No. 611. He retired in December 1982, but kept busy with the Southeastern Railway Museum near Atlanta and as a consultant and friend to steam restoration projects nationwide. [Edited from TRAINS News Wire]

### **THIS MONTH'S BANNER PHOTO**



Central New York Chapter, N.R.H.S.-owned DL&W E8 No. 808 at Hoboken, New Jersey for NJ Transit's Rail Fair on the night of September 10, 2001 with the World Trade Center in the background. The scene would be quite different the following day. Photo by John Blair.

### **MODELER'S CORNER**

#### **Walthers Announces 1948 Broadway Limited**



Walthers has announced the arrival of the 1948 Broadway Limited Train in HO scale to be done with imitation gold lettering with the following official consist - BM70m, 21 Roomette (Budd) Inn Series, 10-6 P/S Plan 4129 Rapids Series (a true missing link which allows for PRR transcontinental cars), 4-4-2 ACF (welded) Imperial Series, 12-4 P/S Creek Series, PS5L Harbor Series Bedroom/Lounge, D85CR/D85DR Budd Twin Unit Dinner and the POS21 View Series Observation car. It is also interesting to note that they are going to offer the Regal Series ATSF Stainless 4-4-2 sleeper (finally) a car that was included in the Broadway's 1952 consist as well. It will make a very well rounded train. This project has been in the works for about two years now and some of the cars are tooled and samples are at the NMRA National Train Show. [PRRT&HS Keystone E-News]



### **OPERATION LIFESAVER REMINDS YOU...**

Trains travel at high speeds. Using the railroad tracks as a shortcut or a playground is shortcutting your life. [Conrail Operation Lifesaver]





## N.R.H.S. 75<sup>TH</sup> ANNIVERSARY FALL CONFERENCE BANQUET SATURDAY EVENING, NOVEMBER 6, 2010

THE COURTYARD AT BEST WESTERN EDEN RESORT INN  
GPS - 222 EDEN ROAD, LANCASTER PA 17601

**THE BANQUET COST FOR 2010 IS \$35.00 PER PERSON**

**6:00 - 7:00 PM - Social Hour** with Cash bar and Cheese/vegetable tray with chips and pretzels

**7:00 - 8:30 PM - Dinner** featuring either Chicken Breast Chardonnay or Smoked Country Ham  
with Peach Brandy Sauce

Both entrees are served with: Medley of Fresh Seasonal Fruit, Mixed Green Salad with Ranch or Italian Dressing, Green Bean Almandine, Baked Potato, Rolls and Butter, Shoofly Pie

### PROGRAMS FOR THE EVENING

**FRED KURTZ, FIRST VICE PRESIDENT, LANCASTER CHAPTER - HISTORY OF THE N.R.H.S.**

**GUEST SPEAKER - AUTHOR DENNIS P. MCILNAY**

Mr. McIlnay will be discussing his latest book, *The Wreck of The Red Arrow - An American Train Tragedy*, an historical account of the tragic wreck of the Pennsylvania Railroad's eastbound train "The Red Arrow" near Bennington Curve, west of Altoona, Pa., in February, 1947. His book will be available for purchase and autograph, if desired.

### DOOR PRIZES AFTER THE PROGRAMS



Mail this coupon with a self-addressed, stamped envelope

All ticket orders must be received by October 1st

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

#### Entree Selection at \$35.00 per person:

Number of Chicken Breast Chardonnay \_\_\_\_\_

Number of Smoked Country Ham \_\_\_\_\_

Amount Enclosed: \$ \_\_\_\_\_

Make check payable to: LANCASTER CHAPTER, NRHS

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Ridgeway Travel

798B New Holland Avenue

Lancaster, PA 17602-2137

Information:

Tom Shenk

Office - 717-394-7000

Home - 717-560-1186





## “INSIDE THE BACK PAGE”

### UPCOMING LANCASTER CHAPTER ACTIVITIES

#### SEPTEMBER

**SEPTEMBER 12, 2010** - Sunday afternoon - Christiana Freight Station. Doors open at 3:00 pm with Chapter Board Meeting; Annual Picnic starts at 4:00 pm, featuring the Chapter's famous Chicken Barbeque and drinks. Please bring a place setting and covered dish to share. Picnic is free for chapter members and \$5.00 for guests.

#### OCTOBER

**OCTOBER 18, 2010** - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting. We hope to have Reed Anderson with the York County Hanover Junction Steam Rail Project.

#### NOVEMBER

**NOVEMBER 04-07, 2010** - Thursday through Sunday - Lancaster Chapter is hosting the 75<sup>th</sup> Anniversary Fall National Conference at the Eden Resort Inn in Lancaster. Please contact Tom Shenk if you can help.

**NOVEMBER 06, 2010** - Saturday, 6:00 pm - Courtyard at the Eden Resort Inn. N.R.H.S. 75<sup>th</sup> Anniversary Banquet with guest speaker Dennis P. McIlroy discussing his latest book, *The Wreck of the Red Arrow - An American Train Tragedy*, which will be available for purchase and autograph, if desired. **ALL CHAPTER MEMBERS ARE INVITED TO ATTEND. LOOK FOR THE BANQUET ORDER FORM IN THE OCTOBER LANCASTER DISPATCHER.**

**NOVEMBER 15, 2010** - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting. Philadelphia Chapter, N.R.H.S. President Frank Tatnall is scheduled to present a slide program entitled “The Pennsylvania Railroad in the Harrisburg, Pennsylvania area” (with a sprinkling of the Reading Company).

#### DECEMBER



**DECEMBER 18, 2010** - Saturday, 3:00 pm - Christiana Freight Station. Holiday Open House. The Christiana Lions Club will have Santa for the area families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas displays.

**DECEMBER 19, 2010** - Sunday, 3:00 pm - Christiana Freight Station. Regular Chapter Membership Meeting and Annual Chapter Christmas party.

#### COMING IN 2011



Larry Eastwood, National Director of the Philadelphia Chapter, N.R.H.S., will present a multi-media 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 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.

#### 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*



### LANCASTER CHAPTER ANNUAL PICNIC SUNDAY AFTERNOON, SEPTEMBER 12, 2010 CHRISTIANA FREIGHT STATION

**Doors open and Chapter Board Meeting at 3:00 pm**

**Picnic starts at 4:00 pm**



**The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share.**

**Picnic is free for chapter members and \$5.00 for guests**

**Join your Chapter friends for a leisure, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass historic Christiana Station.**



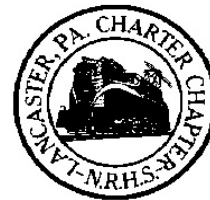
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**MEMBERSHIP MEETING NOTICE**

**THE SUNDAY MEMBERSHIP MEETING AND ANNUAL PICNIC OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA. ON SUNDAY, SEPTEMBER 12, 2010, STARTING AT 3:00 P.M.**

**LANCASTER CHAPTER  
NATIONAL RAILWAY  
HISTORICAL SOCIETY  
10 RAILROAD AVENUE  
CHRISTIANA, PA 17509-1416  
610-593-4968**



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

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