

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY



Broad Street's 1923 Fire

THE recent eight-alarm fire in the Pennsylvania Railroad's Broad Street Station, Philadelphia, recalls another Broad Street Station fire 20 years ago. Now old Broad Street Station is only one of the Pennsy's four principal stations in Philadelphia, and the temporary loss of its facilities was not too serious a blow in spite of wartime traffic. Only about one-fifth of all Pennsy trains serving Philadelphia originate or terminate in the old terminal facing the city hall. The others are divided between suburban trains operating into the new underground Broad Street suburban station next door; the through trains to New York from the West, which stop at North Philadelphia; and the through trains to Washington and the South, which make their principal Philadelphia stop at the new 30th Street Station on the west bank of the Schuylkill. The old terminal will eventually fade out of the picture entirely and

the so-called Chinese Wall formed by its elevated track approach will be removed.

But 20 years ago the situation was different. Broad Street Station was the center of the heaviest passenger traffic on the Pennsylvania Railroad System and one of the three or four busiest passenger stations in the country. It accommodated 530 inbound and outbound trains each day, requiring 2217 distinct train and engine movements through the approach tracks. Over 80,000 passengers were brought in and out of the station daily, including a very large proportion of the city's commuting population. Stoppage of this vast traffic would be an emergency of the first magnitude.

Shortly before 1 o'clock on the morning of Monday, June 11, 1923, fire broke out in a room beneath one of the platforms of the vast arched trainshed. The flames spread with incredible rapidity, and within a few hours the entire

structure, with its 16 stub-end terminal tracks, nearly two miles in combined length, was reduced to ruins.

The fire, though brought under control at about noon, continued to burn more than two days. It was the most serious in Philadelphia for many years. Practically the city's entire fire-fighting force, with all available apparatus, was rushed to the scene.

Long before the fire had even gained full headway, arrangements were perfected to take care of the incoming morning trains at the company's other principal city stations—West and North Philadelphia—and to dispatch the outgoing trains from these stations and the West Philadelphia produce freight yard.

So well did this work out that all of the day's arriving trains were taken care of, with a min-

imum of inconvenience, and 39 out of every 40 scheduled trains in outbound service were operated from the stations named as dispatching points. The day following the fire every regular train, in and out of the city, was operated.

No sleeping-car nor through trains were annulled at any time. In fact, the only real curtailment of service was the doubling up of a few outbound locals during the early morning hours on the day of the fire.

Before daylight, and while the fire was still at its height, the construction of temporary facilities was started to bring the commuting trains back to the center of the city as quickly as possible. These facilities consisted of platforms, with wooden stairways to the street, from both sides of the elevated tracks. They were located a block beyond the outer end of



The remains of the train shed with City Hall in the background; the ladder fire engine is on Filbert Street. Work crews are starting reconstruction even as the station smoulders. The building under construction on the right is the Fox Theatre.



Until the Pennsylvania Railroad built its new 30th Street Station on the west bank of the Schuylkill River, Broad Street Station in Philadelphia, facing on City Hall Square, was one of the country's great railroad stations. Its giant trainshed, spanning the 16 stub-end tracks, was likewise one of the country's great trainsheds in the old tradition. The fire in 1923, however, left only the twisted steel framework, and after the platform level had been rebuilt and trains were again using the station, six of the tracks were borrowed from active service and used

the train shed, to be out of reach of the heat and flames. Thirty-eight electric trains were operated to and from this temporary station on the day of the fire. The next day it was used by 142 electric trains.

The fire burned out all the floor and platforms under the train shed, including the ties that supported the rails. The heat and the settling of locomotives and cars twisted many of the steel

girders that supported the floor, while all wood material in the roof above was also devastated.

As cooling permitted, the rebuilding of the platforms and tracks beneath the distorted steel skeleton of the roof arches was begun. On Wednesday, June 13, the first platform was completed from the outer end of the train shed to the concourse gates. This permitted passengers again to use the station facilities, ticket offices,



All photos by courtesy of Pennsylvania Railroad.

for the machinery which tore down the old steelwork. Umbrella sheds in the more modern style displaced the graceful old arch. Express and baggage facilities occupy the space beneath the platform level, and this added to the difficulty of restoring service, for the tracks and platforms are all constructed on steel bridge-work, which was quite badly twisted. Nonetheless, all 16 tracks were back in use only seven days after the fire started. These photos show some stages in the work. Notice the fire-swept trains in the photos on page 28.



and regular exits and entrances. The full electric suburban service of 151 trains was brought to the outer end of the train shed on that day.

On the following day, Thursday, June 14, two tracks were completed all the way to the concourse gates. Progress thereafter was very rapid. Seven working days after the fire started, and five after it was declared "out," all 16 tracks had been fully rebuilt, the platform facilities

completely restored, and approximately 70 per cent of all trains brought back into the station. The others continued to be handled at West Philadelphia, since six of the 16 tracks were needed for the machinery used in taking down the ruined framework of the old train shed.

The train shed was never rebuilt, but was replaced by butterfly-type sheds of a more modern design. (See cover photograph.)



Trains - November, 1943 29

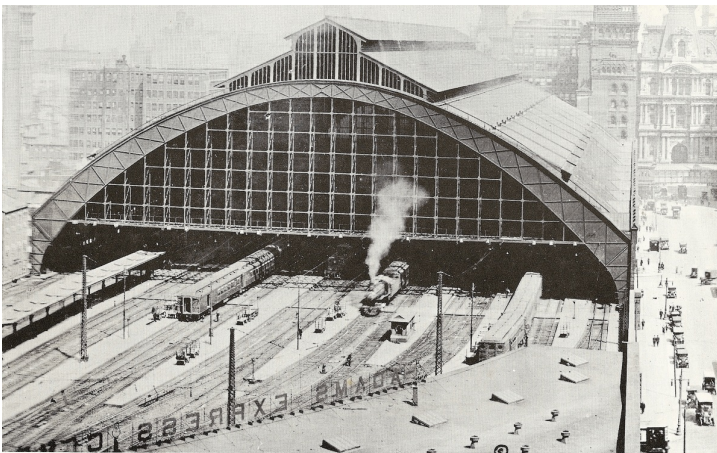
Note: This article was written shortly after the second fire at Broad Street Station on Sunday, September 12, 1943



Men, material and equipment unite in the effort to clear and rebuild the station



K4 and train trapped in the fire during reconstruction on the left; and the scene on Tracks 10 and 11 shortly after the fire on the right



Broad Street Station with shed prior to the 1923 fire

Broad Street Station with "umbrella" sheds after 1923 fire



The Power Director By Ed Mayover



NRHS National Dues Rates Adjusted



On April 19, the N.R.H.S. National Board of Directors approved new national dues rates starting with the 2010 membership year. The following dues rates will change:

- Chapter primary member dues will increase by \$3 from \$33 to \$36 per year.
- At-Large primary member dues will increase by \$3 from \$34 to \$37 per year.

There will be no change to the current Family, Student and Youth dues rates.

Chapters should begin collecting the higher dues rate from new members starting on September 1st, the time when new memberships include the following year. The new dues rates will be included on the 2010 renewal invoices that will be mailed at the beginning of October. This action does not in itself change any chapter dues rates. *[NRHS Telegraph]*

In related news, at the May 11 Board Meeting, the Lancaster Chapter Board of Directors approved a \$2 increase in Chapter dues for 2010.



Amtrak's Boardman Paints a Bright Picture

Following an infusion of \$1.3 billion in capital (over and above the \$13 billion over five years authorized last year) and indirect access to \$8 billion in state-administered funds under President Obama's economic stimulus program, Amtrak President and CEO Joseph Boardman is faced with determining how best to invest this near-windfall within a relatively short time frame.

"We have to deliver the things people expect—now," Boardman said in a March 12 meeting with the Railway Supply Institute Passenger Transportation Committee. Federal Railroad Administration stimulus package language stipulates that projects falling under Amtrak's \$1.3 billion portion must be completed by February 2011. Given the long-term nature of rail capital projects, Amtrak wants to clarify whether "completed" means "substantially completed" or "finished," Boardman said. The \$8 billion, whether or not some of it goes to an Amtrak project (for example, upgrading New York State's entire Empire Corridor to 110 mph), must be spent within three years, according to the guidelines.

Amtrak's needs, Boardman said, cover the spectrum from short-term to wish-list, so some programs will fall under economic stimulus, others under general capital outlays. There's an immediate need to replace aging Heritage Fleet baggage cars and diners, using the existing Viewliner platform. Amfleet, the durable stainless-steel single-level cars that have served Amtrak well for the better part of 40 years, can be refurbished yet again, but they will eventually need replacement. GE P40 diesel locomotives need rebuilding, and the Northeast Corridor's reliable but aging AEM7

electric locomotive fleet needs replacement. Amtrak will be applying for a RRIF loan to replace the AEM7s. High speed Acela Express trainsets are now 10 years old and will soon need refurbishment.

Boardman mentioned "next-generation Acela" services, in terms of both equipment and infrastructure. Trip times on the south (New York-Washington) end of the NEC could be reduced to two hours, 15 minutes with constant-tension catenary capable of supporting speeds above 150 mph, rebuilding of the notoriously slow tunnel approaches to Baltimore Penn Station, curve realignment in some areas, and numerous other improvements whose effect would be cumulative. Longer-term, Boardman said NEC electrification could be extended as far south as Richmond, Va., and the State of Virginia would support that. Ideally, a larger portion of the Atlantic seaboard from Maine to Virginia is a good candidate for electrification and high speed rail service.

Boardman said that the \$8 billion in state-administered stimulus funds designated for high speed rail would be best-spent on improvements to existing freight/passenger corridors to enable higher-speed service (110 mph). He said that reducing trip time between city pairs is a far more important consideration than top speed. Higher-speed rail, he said, "is competitive and realistic." Maglev isn't.

Already, said Boardman, "serious discussions" are taking place with Illinois, Missouri, and Wisconsin about developing the Chicago-St. Louis and Chicago-Milwaukee corridors, both of which are part of the Midwest High Speed Rail initiative. Other states have passenger rail plans in various development stages. For example, the 245-mile Atlanta-Charlotte corridor (over Norfolk Southern) is served by one train per day, the Crescent. It's a six-hour trip that takes place during the night. Replacing the short-haul flights between those cities—and all the hassles involved with air travel—with convenient, downtown-to-downtown higher-speed rail service, would reduce airport congestion and offer business travelers a much more comfortable, productive trip. Atlanta-Charlotte is part of NS's Crescent Corridor, a public-private partnership to increase freight rail capacity in the Southeast.

Given the broad scope of national intercity passenger rail needs and the intense competition for funds, \$8 billion won't go very far, Boardman said. Not clear at this point is whether the stimulus funding is a "down payment" on an extended period of national passenger rail development, or a one-shot infusion of capital.

Though NEC ridership has dipped (Boardman attributes this to a decline in business travel caused by the recession), ridership on Amtrak's long-distance trains has increased, compensating for the downturn in NEC revenues. Amtrak carried nearly 29 million passengers in 2008, the highest number ever in its 38-year history, and the numbers are expected to grow, perhaps to as high as 35 million annually. Long-distance services, Boardman said, "look

very solid, and it's important to consider them within the context of surface transportation connectivity of all modes."

"Amtrak must be ready to provide more service when the economy starts moving again," Boardman said. With that in mind, a consistent, dependable source of annual capital is needed. "We can deal with having to ask Congress every year for operating support," he said. Capital funding shouldn't be subject to that process, and Boardman hopes that changes will be made to that effect when SAFETEA-LU is reauthorized later this year.

[*Railway Age Rail Group News*]



**CSX Registers Lower Revenue and Earnings,
But Reins In Costs**

In the first quarter, CSX Corp. beat Wall Street's expectations — albeit very low expectations. The Class I registered earnings of \$246 million, or 62 cents per share, vs. first-quarter 2008's \$351 million, or 85 cents per share. Analysts polled by Thomson Reuters had forecasted earnings of 51 cents per share.

First-quarter revenue totaled \$2.25 billion, down 17 percent compared with first-quarter 2008's total primarily because traffic volume declined 17 percent, falling by double digits in nearly every category. Analysts had anticipated revenue of \$2.26 billion.

Merchandise revenue decreased 20 percent to \$1 billion, coal revenue declined 2 percent to \$744 million, automotive revenue plummeted 53 percent to \$86 million and intermodal revenue dropped 22 percent to \$270 million.

The quarterly revenue and traffic decreases weren't unexpected given the "significant weakness" in industrial production, housing starts and consumer spending, as well as sluggish agriculture and energy sectors, CSX senior executives said during an earnings conference held this morning. The Class I's ability to rein in costs didn't surprise them, either.

Quarterly operating expenses dropped 17 percent year over year to \$1.7 billion primarily because CSX "right-sized its resources," boosted productivity, and paid less for fuel and labor, said Executive Vice President and Chief Financial Officer Oscar Munoz. Fuel costs dropped 57 percent to \$191 million and labor/fringe expenses declined 11 percent to \$662 million as the railroad reduced headcount from first-quarter 2008's 32,856 employees to 31,134, he said.

By controlling costs, CSX was able to keep its quarterly operating ratio stable at 76.8, said Chairman, President and Chief Operating Officer Michael Ward. The Class I's ratio clocked in at 77 in first-quarter 2008. Overall, the first-quarter financials results prove CSX can withstand the recession, said Ward. "In this economic downturn, CSX is focusing sharply on the things that are more within our control — safety, customer service and productivity," he said. "This global recession will not throw us off course."

[*Progressive Railroading*]



**Norfolk Southern Reports First-Quarter
2009 Results**

For first-quarter 2009:

- **Railway operating revenues were \$1.9 billion.**
- **Income from railway operations was \$383 million.**

• **Net income was \$177 million.**

• **Diluted earnings per share were \$0.47.**

• **The railway operating ratio was 80.3 percent.**

For the first quarter of 2009, Norfolk Southern Corporation reported net income of \$177 million, or \$0.47 per diluted share, compared with \$291 million, or \$0.76 per diluted share, for the first quarter of 2008.

"Current economic conditions were clearly reflected in Norfolk Southern's first-quarter results," said Norfolk Southern CEO Wick Moorman. "We are responding by aggressively controlling costs, while enhancing our service and continuing to invest in projects that will drive future growth. This approach will position us to participate in the economy's eventual recovery as we tightly manage the company in the face of an ongoing reduction in railway traffic volumes."

First-quarter railway operating revenues were \$1.9 billion, down 22 percent, compared with the first-quarter of 2008, primarily as the result of a 20 percent reduction in traffic volume and lower fuel-related revenues.

General merchandise revenues were \$975 million, 28 percent lower compared with the same period last year. Coal revenues declined 9 percent to \$602 million compared with first-quarter 2008 results. Intermodal revenues decreased 25 percent to \$366 million compared with the first quarter of last year.

Railway operating expenses for the quarter were \$1.6 billion, a decrease of 19 percent over the same period of 2008.

The railway operating ratio was 80.3 percent, compared with 76.9 percent during first-quarter 2008. [*Norfolk Southern Corp.*]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JUNE

June 7, 1880 - Schuylkill River Branch opens in West Philadelphia running from 34th Street & Haverford Avenue to PW&B below South Street along the river; provides route for PRR freight trains independent of Junction Railroad and separates freight tracks from approaches to new Broad Street Station.

June 30, 1901 - Automatic block signals placed in service between Camden and Burlington, New Jersey.

June 12, 1911 - Orangeville Engine Terminal opens at Baltimore and roundhouse at Mt. Vernon Yard abandoned.

June 20, 1921 - PRR announces contract to remove train shed of Jersey City Terminal at Exchange Place.

June 23, 1931 - First 152-pound rail on New York Division laid near Deans, New Jersey replacing 130-pound rail.

June 25, 1933 - PRR and Reading Company lines in southern New Jersey consolidated to form Pennsylvania-Reading Seashore Lines.

June 18, 1941 - PRR announces \$23 million equipment order including 15 GG1's and 6,020 freight cars.

June 12, 1951 - Class E2b electric No. 4939-4940 makes first test run between Enola and Morrisville with 95-car train.

June 12, 1961 - First dedicated daily TOFC train of chilled

Tropicana orange juice placed in service; runs Bradenton, Fla.-Kearny with second-morning delivery.

June 1967 - Marketing consultant Al Paul Lefton Company recommends "Metroliner" over "Speedliner" or "Railblazer" as name of high speed corridor trains and selects split teardrop-shaped logo based on tests of consumer word and image associations.

June 21, 1970 - After special Board meeting, *Penn Central Transportation Company* files for Chapter 77 bankruptcy at 5:35 PM; largest corporate bankruptcy up to that time.

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



Timetable 06-09

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

AT THE RAILROAD MUSEUM OF PENNSYLVANIA

ROUTE 741, STRASBURG, PA -

WWW.RRMUSEUMPA.ORG

717-687-8628

Tuesday, February 3 through Thursday, December 31, 2009

Energy, Innovation & Impact - View video clips from contemporary railroad companies about their drive for sustainable and clean energy sources, as well as a Museum archival display illustrating the impact that railroads historically made on the American environment.

Saturday, May 16 through Thursday, December 31, 2009

Trains In Motion Pictures - Exhibit reveals the starring role that trains and railroads have often played in the magic of motion pictures through video clips, historic photos and amazing artifacts.

Friday, June 5 through Sunday, June 7, 2009

Pennsylvania Railroad "Pennsy" Days.

Wednesday, July 1 through Sunday, July 5, 2009

Reading Railroad Days.

Monday, July 13 through Friday, July 17, 2009

Barons & Builders Day Camp. For ages 9 & 10.

Monday, July 27 through Friday, July 31, 2009

Barons & Builders Day Camp. For ages 11 & 12.

Saturday, May 16 through Saturday, October 31, 2009

HARRIS Tower Interactive Exhibit located at 7th & Walnut Streets, Harrisburg, Pa. Further information at: <http://nrhs-hbg.pennsyr.com>.

Saturday, June 13 through Sunday, June 21, 2009

Day Out With Thomas at the Strasburg Rail Road. Info: www.strasburgrailroad.com.

Thursday, June 18 Through Saturday, June 20, 2009

O Scale National Convention at the Student Union Building, Towson University, Baltimore, Md. Info: www.oscaleeast.com.

Saturday, June 20, 2009

6th Annual Delaware Seaside Train Show at the Rehoboth Beach Convention Center. 150+ tables of trains and train-related items. Operating layouts. 10 a.m. - 4 p.m. Adm. \$5.00 Info: Bill Mixon 302-537-5557 or John Hodges 302-682-4652.

Saturday, June 20, 2009

Driving of the Golden Spike Ceremony marking the joining of Marlyn Geesey's and Richard Rutledge's garden railroads at 2932 Exeter Drive South, York, Pa. Info in April *Dispatcher*. Saturday, June 20, 2009

Bellefonte, Pa. Train Rides To Pleasant Gap and cruise car show at the train station by the Bellefonte Historical Railroad Society. Departs 10 a.m., 12 noon, 2 p.m. and 4 p.m. aboard Jeff Pontius' restored 1940s open window PRR passenger train. Fare: \$10. Info: <http://Bellefonte.com> or call 814-355-1053 & leave a message.

Friday, June 26 through Sunday, June 28, 2009

RAILFEST 2009 at Altoona, Pa., sponsored by the Railroaders Memorial Museum. Excursions to Horseshoe Curve and a round-trip excursion between Harrisburg and Altoona. Shuttles to the East Broad Top Railroad. Info: www.railroadcity.com.

Saturday, June 27, 2009

Steamtown National Historic Site steam trip to Pennsylvania's Delaware Water Gap for its Founders Day celebration. The 104-mile round trip will depart the Steamtown boarding platform in Scranton at 9 a.m. Tickets will run \$51 for adults, \$46 for seniors, and \$30 for children; fares include the park entrance fee. Info: www.nps.gov/stea.

Saturday, June 27 and Sunday, June 28, 2009

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

Sunday, June 28 through Sunday, July 5, 2009

55th Annual TCA Convention at the J W Marriott Desert Ridge Resort & Spa in Scottsdale, Arizona. Info: www.tcaaz2009.org.

Sunday, July 5 through Saturday, July 11, 2009

25th National Garden Railway Convention at the Denver Marriott Center, Denver, Colo. Info: www.2009ngrc.com.

Sunday, July 5 through Saturday, July 11, 2009

Basic RailCamp at Steamtown National Historic Site, Scranton, Pa. Reservations: NRHS Senior Vice President Barry Smith at svp@nrhs.com or 717-267-0178.

Friday, July 10 through Sunday, July 12, 2009

NMRA National Train Show at the Connecticut Convention Center, Hartford, Connecticut. Adult admission: \$12.00. Info: www.NationalTrainShow.org.

Saturday, July 18 and Sunday, July 19, 2009

Train Days at the Williams Grove Show Grounds featuring steam rides behind ex-PRR B4a 0-6-0 #643, model trains, flea market, collectibles and a horn and whistle blow. Info: www.wghsea.org.

Monday, August 10 Through Sunday, August 16, 2009

Steam on the Range Annual N.R.H.S. Convention in Duluth, Minnesota. Info: www.steamontherange2009.com.





Riding the Reading....

Reading Company events in the month of June

June 21, 1880 - Reading and CNJ begin seasonal through cars between Philadelphia and Ocean Grove via Bound Brook and Elizabethport.

June 11, 1909 - New ticket office opened at North Carolina Avenue, Atlantic City, NJ.

June 16, 1909 - P&R Board of Directors approves constructing an office building at 9th & Spring Garden in Philadelphia.

June 11, 1921 - U.S. District Court places Reading Company's Coal & Iron Company and CNJ stock with trustees pending segregation; Reading stockholders appeal.

June 25, 1933 - Reading Company and PRR lines in southern New Jersey consolidated to form Pennsylvania-Reading Seashore Lines.

MAY, 2009

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the National Toy Train Museum, Ronks, Pa. on Monday May 18, 2009. The meeting was called to order at 7:30 p.m. by President Glenn Kendig with 61 members present and 3 guests. President Glenn Kendig led those assembled in the Pledge of Allegiance. Chaplain Doris Geesey read a prayer entitled "Our Prayer."

MINUTES: Glenn Kendig made a motion to approve the April minutes. Marlyn Geesey approved the motion and Charles Jones seconded the motion. The April membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Fred Kurtz reported there are 209 basic memberships and 118 family memberships for this year. Bridget Grace Crouse, 3-1/2 month old daughter of Kevin and Rebecca, is the youngest guest to attend a chapter meeting.

CHAPLAIN: Chaplain Doris Geesey announced chapter members Lester and Molly Weaver recently had a fire on their property. Doris also announced Helen Shaak was in the hospital to get stints replaced. Helen was in attendance at the chapter meeting. If any one has any information on any chapter members, please pass it along to our Chaplain.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for April. Glenn announced the report will be accepted for future audit.

BOARD OF DIRECTOR'S REPORT: In Tom McMaster's absence, our Chapter Secretary gave the Board of Director's report. John Sweigart suggested the chapter could get hats or tee shirts made up to raise money for the restoration of the caboose. Glenn suggested John talk to Smoke on the Sales Committee about that fundraiser. July's membership meeting will be held at the Lebanon Historical Society. Chapter members will meet at the Lebanon Historical building for the chapter meeting and afterwards go to the Union Canal. There will be boat rides offered for \$6.00 per person. Ed Mayover checked and Conrail

has no remaining stencils available for the lettering of the chapter caboose. Ed advised that Eric Levin at Conrail suggested that we contact the Conrail Historical Society, who has restored a caboose identical to ours, concerning information on the restoration. Evan Russell would like to take 24 Downingtown High School students to ride the Strasburg Railroad. Tom Shenk made a motion that the chapter would donate the 24 train tickets needed for the students. Ed Mayover seconded the motion. The Board agreed to give the tickets to the students.

TRIPS: In Ed Mayover's absence, Glenn reported on the plans for a train ride to run from Richland to Tuckahoe, New Jersey. The train ride is set for either Saturday, October 3rd or Sunday, October 4th 2009. Either day is available at this point of the planning.

ANNOUNCEMENTS: Glenn thanked everyone who came to the Freight Station for the spring clean up day on Saturday, May 16. Fred Kurtz brought up the discussion of a dues increase in chapter dues. The chapter has not had a dues increase for a few years. Fred Kurtz made a motion to increase the chapter dues by \$2.00 effective next year. David Stambaugh seconded the motion.

Fred Kurtz reminded chapter members about e-mailing the newsletter to chapter members who are interested in receiving their newsletter electronically instead of through the mail. If any chapter member is interested in receiving electronic e-mail, contact Fred at **FRED@FREDBKURTZ.COM**. Dennis Allen reported the Mexico trip set for October is still planned. Mexican tourism and flights into and out of Mexico are back to normal. John Brown announced that it's being planned to run the 902 and 903 FP7 engines the first two weekends in October. If anyone is interested in seeing the engines, contact John for more information. Richard Rutledge reported that East Broad Top has been sold. The Railroad is now owned by The East Broad Top Railroad Preservation Society, a non-profit organization. The summer season celebration starts the weekend of June 6 and 7.

ADJOURNMENT: The meeting was adjourned at 7:55P.M. for the chapter program. Charles Hirschmann hosted the chapter's visit to the Toy Train Museum. The chapter members took a tour of the museum. There were different gauge model trains and layouts on display. Many train engines and boxcars are from all over the world. The museum also has a reference library. If anyone is interested in joining the Toy Train Museum the cost is \$35.00 a year for membership. Glenn presented a donation of \$100.00 to Charles for hosting the Lancaster chapter at the museum.

Respectfully submitted: Donetta M. Eberly - Secretary

THIS MONTH'S BANNER PHOTO

A safety pin issued to employees of the PRR in June 1950. These were subtle reminders that Safety came first in the prevention of accidents. Safety is just as important on the railroad today!

OPERATION LIFESAVER REMINDS YOU...

If the gates are down, the road is closed. Stop and wait until the gates go up and the red lights stop flashing.

**June Program – “Little Old & Slow, the Illustrated Story” by Mary Boomsma and Stan White
Southern Lancaster County Historical Society’s “Friends of Dorsey Station”**

Mary Louise Boomsma was born and raised in Detroit, Michigan. Educated at Michigan State University, Wayne State, Detroit and Millersville. Taught music and reading in Detroit, New Jersey, Germany, Venezuela and in Southern Lancaster. She has now lived in southern Lancaster for many years. Jack Loose of the Southern Lancaster County Historical Society engaged her curiosity and she began to research her house, the family that built it and the local history of Peach Bottom. She has also done extensive research on the Narrow Gauge railroad that used to connect Peach Bottom to Oxford in Chester County.

Stanley T. White was born in New Haven Connecticut in June of 1951, but was raised, first in Baltimore and then, Morris County, New Jersey. He ran a successful ceramic tile installation business for many years. He also was and is an avid model railroader. (His Maryland and Pennsylvania model railroad was featured in Model Railroader Magazine, Dec. 2005 and Model Railroad Planning, 1997.) Stan is a long-standing member of the Maryland and Pennsylvania Historical Society and has contributed several articles to their Timetable quarterly publication.

Friends of Dorsey Station

A group within the Southern Lancaster County Historical Society, known as the Friends of Dorsey Station, is spearheading an effort to save and restore the last station left on the Lancaster, Oxford and Southern Railroad that remains pretty much unaltered in its structural appearance (except for showing its age). Dorsey Station was built by a local miller, Samuel Dorsey and family, in 1876. It is very near the Susquehanna River at Peach Bottom, Fulton Township, in southern Lancaster County. The station sits on property owned by PECO which is a part of Exelon Corporation. It had been used as a house and then a summer cottage, after the railroad was torn up in 1920. For the last thirty years the station has been sitting abandoned and has fallen prey to vandalism and two or three small fires. We are actively working with Mr. Robert Judge, a friendly contact within Exelon to begin to restore the station and protect it from further damage. This small, 14 x 32 foot, station is one of the last pieces remaining of the 20-mile long farmer’s railroad, made famous by Benjamin Kline, Jr., in his book, “Little Old & Slow.” To join the effort to save Dorsey Station:

Send \$10.00 for a basic membership (or any amount you may like to donate) to
Friends of Dorsey Station, C/O Stanley T. White, 1667 Slate Hill Road, Drumore Pa. 17518
Thank you for your support – Stan White and Mary Boomsma

Saturday, June 20
The Gold Spike Ceremony
Geeseys and Rutledges – York, PA

Although this is not a Chapter-sponsored event, Chapter members are invited as guests of Marlin Geesey and Richard Rutledge as they join their garden railroads. The open house will begin at noon and the Gold Spike Ceremony will be held at 1:00 PM. Any G-scale enthusiasts are more than welcome to bring their equipment to run on the expanded layout. Please bring a lawn chair.

Details:	12:00 Noon	Open house begins
	1:00 PM	Gold Spike Ceremony
	After Ceremony	Enjoy viewing the layout along with the fellowship Bring your G-scale trains

Directions: From East or West travel 30 to York – Then pick up 83 South – Exit South on Route 74 Queen Street – Follow PA Route 74 approximately 2-1/2 to 3 miles – You will pass through Spry – As you pass Mack’s Ice Cream there will be a traffic light at Honey Valley Road– Turn right on Honey Valley Road – A few blocks turn right on Spartan Road – Then a left on Exeter Drive South – The Geesey home will be the 7th home on the right: 2932 Exeter Drive South, York 17403 – Look for the railroad cross bucks

For more information, contact: Doris Geesey Phone (717) 347-7637 / Email - rscooter2@comcast.net

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

June 08, No Board Meeting in June

June 15, Monday – Chapter Meeting – 7:30 PM – Christiana Freight Station – “Peachy” Railroad

“Little Old & Slow, the Illustrated Story”

by Mary Boomsma and Stan White

Members of Southern Lancaster County Historical Society

Spearheading an effort to save/restore Dorsey Station

See information on “Friends of Dorsey Station” on previous page

This Power Point presentation covers the history, stations and rolling stock of the Peach Bottom Railway (or Lancaster, Oxford and Southern Railroad, as it was later known), Pennsylvania’s first narrow gauge carrier. We will also learn of Friends of Dorsey Station’s effort to save/restore Dorsey Station.

For more information on our speakers, and the Friends of Dorsey Station, please see previous page.

July 13, Monday – Board Meeting – 7:30 PM – Ridgeway Travel office

July 19, Sunday – Chapter Meeting – 2:00 PM – Sunday Away Meeting – Lebanon County
Lebanon County Historical Society
924 Cumberland Street, Lebanon

The program for July, presented by Jim Schucker, will be on the Union Canal Tunnel, a national historic landmark. The Union Canal Tunnel is the oldest existing transportation tunnel in the United States. After our program (weather permitting), you will have a chance to travel to Union Canal Tunnel Park and take a boat ride through the Union Canal Tunnel. The meeting is free, although the Historical Society will collect \$6.00 per person if you wish to participate in a boat ride.

More information to follow in the July newsletter

August 10, No Board Meeting in August

August 17, Monday – Chapter Meeting – 7:00 PM – Monday Night Away Meeting – Early Start – York County
New Freedom and Hanover Junction Stations
(We shouldn’t get shot at this year!)
Hosted by Marlyn Geesey & the York County Park Service

More information to follow in July and August newsletters

Chaplain Contact Information

Doris Geesey

Phone (717) 347-7637

Email – rscooter2@comcast.net

Please keep our chaplain informed!

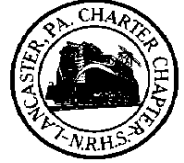
LANCASTER CHAPTER BOARD of DIRECTORS

President:	Glenn Kendig	610-593-6313
1st Vice President:	Fred Kurtz	717-625-1204
2nd Vice President:	Tom Shenk	717-560-1186
Secretary:	Donetta Eberly	717-866-5514
Treasurer:	Leora Kennel	610-593-6592
Editor:	Ed Mayover	302-834-3662
Historian:	Evan Russell	610-269-7054
Chaplain:	Doris Geesey	717-347-7637
1st Director:	Cindy Kendig	610-593-6313
2nd Director:	Tom McMaster	717-274-5325
National Director:	Harold Shaak	717-484-4020

MEMBERSHIP MEETING NOTICE

The Regular Membership Meeting of the Lancaster Chapter, NRHS will be held at the Christiana Freight Station, Christiana, Pa. on Monday, June 15, 2009, 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 \$51 (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@fredbkurtz.com

*PLEASE DELIVER PROMPTLY !!!
FIRST CLASS MAIL !!!*

*LANCASTER DISPATCHER
ED MAYOVER, EDITOR
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416*

**FIRST
CLASS
MAIL**