

## "A Piece Of Chalk, a Few Boxcars and a Rather Irate Conductor"

BY CHAPTER MEMBER JACK NEISS

Back in the mid-1950s, long before the beginning of my career with the railroad, I was none the less a consummate railfan, spending many hours of my free time haunting the railroad yards of Lancaster. At that time, the Pennsy held sway over most of the railroad operations in the area, but the Reading Company made its presence known also with a small 4-track yard which stretched from Dillerville Road to the old freight station on North Prince Street. Armstrong Cork Company was one of the biggest customer the Reading handled, thus shifting the Floor Plant usually consumed much of the yard crew's time. The Reading had one daylight yard crew in Lancaster, a five-day assignment conducted by a very colorful character nicknamed "Hoot" Gibson.

The tracks in the Reading Yard were #1 and #2, the Main and the Interchange Track which connected with the PRR behind a tobacco warehouse off Harrisburg Pike. #2 Track west of the Scalehouse and main switching area was usually used for the storage of excess cars inbound for Armstrong. They used a lot of a product called "wood flour" in the manufacture of linoleum flooring and this is what I found one Saturday afternoon while walking through the yard with my friend Frank on our way to Long's Park. I found a nice piece of railroader's chalk a few minutes earlier, the kind yardmasters and conductors used to mark the destinations of various cars in the yard. I was somewhat familiar with this practice as I had seen the Reading's yardmaster, Bob Draper, mark the sides of boxcars on many occasions, or watched Hoot going around with a switch manifest, marking everything to make sure each car was properly placed. So here I was, maybe a 12 year old boy with a "yardmaster complex" all my own, but in all probability feeling just a wee bit mischievous to write something on the side of some boxcars at the urging of my friend Frank.

There were 12 boxcars of wood flour on #2 track....all destined for the Floor Plant, but all unmarked. And here I was in my youthful exuberance...could I possibly make them go elsewhere? How cool, I thought. So, chalk in hand, I began my phantom yardmaster duties, marking every other car "Mecca" and the remainder "Thud West". I didn't know where Mecca was, but it sounded good and Thud West just plain sounded silly. A few minutes later, everything was marked and ready to go.

Turn the clock ahead to the following Monday morning. By some strange twist of fate, Bob Draper didn't make it to the yard to mark the cars for the day's work before the yard crew went on duty. An aching tooth forced him to make an emergency trip to the dentist and Hoot, not wanting to be caught sitting around doing nothing, decided to find some work to do until Draper eventually gave him the day's shift. Hoot had remembered from the previous Friday that they would have to shift the wood flour track the first thing Monday morning. What he discovered was a draft of 12 boxcars on #2 track, "marked" and ready to shift. It took Hoot and crew over an hour to separate the Meccas and Thud Wests, but by the time Bob Draper made it to the yard everything was almost done. "Errr, what in the heck are you doin', Hoot?", the yardmaster asked, somewhat puzzled. "Dunno, Bob", Hoot shot back, "But I got all these here Meccas together just like you marked them."

Well, to make a long story short, my Saturday afternoon escapade didn't go over too well with the Reading guys, especially Hoot, who was almost fit to be tied. About three weeks later while walking on Liberty Street towards the footbridge which spanned the yard tracks, I suddenly heard a wild yell and turned to see Hoot running towards me like a steam engine at full throttle. At that moment, I was glad I was a good runner because Hoot chased me over the footbridge, across Harrisburg Pike and over onto the campus of Franklin and Marshall College. After about a five minute chase, I finally succeeded in losing him by ducking into one of the college buildings near the football stadium. Needless to say, I didn't go near the Reading Railroad yards for a long time after that.

I guess we all learn our lessons in life and this was one for me. I didn't know what Hoot would have done if he had caught me, but I feel fairly certain he wouldn't have wanted to shake my hand. Years later as an engineer, I ran into Hoot, who was close to retirement at that time. He gave me one of those "I know this guy, but I can't figure out where from" looks, kind of glad at the time I had grown a beard at least to hide some part of my true identity. I worked with Hoot's son on the Elizabethtown Local in the mid-1980s and he and I would always joke about how many "Meccas" we would have in our train. The Reading yard in Lancaster is long gone now....in its place Clipper Stadium and the growing expansion of F&M College and Lancaster General Hospital.

The old times on the railroad are now but a memory, but good memories they are.





## The Power Director By Ed Mayover



### Vice President Biden Kicks Off Face-Lift of Wilmington Train Station

As part of a \$32-million renovation to the Wilmington, Del., train station, riders will soon notice a more modern waiting room, restoration of the historic building's crumbling facade and repairs to its platforms, according to the *Wilmington News Journal*. But first, passengers will spend about 14 months navigating a temporary station made up of about a dozen connected portable buildings, like those often used to provide extra classrooms at schools.

New details were unveiled during a news conference that included Vice President Joe Biden, Sens. Tom Carper and Ted Kaufman, Rep. Mike Castle, Gov. Jack Markell, Mayor James Baker and officials from DelDOT, Amtrak and federal transportation officials.

Of the \$32 million, \$21 million will come from the American Recovery and Reinvestment Act, also known as the federal stimulus package. President Barack Obama has appointed Biden watchdog of how that money is spent. The rest comes from money the state set aside in previous years.

The temporary station will be built from September to December of this year. It will be put together under the current tracks; passengers will be able to climb stairs or ride an elevator to the train platforms, said Amtrak spokeswoman Karina Romero.

Work on the station's new interior will begin in January and is expected to be completed by mid-February 2011. The new interior will include renovated ticket booths, retail areas and new seating, said John Sisson, DelDOT manager of projects and facilities. Old wooden benches added in the late 1990s -- taken from discarded materials after a renovation at 30th Street Station in Philadelphia -- will be replaced with modern seating.

Other renovations to unused portions of the structure will allow for more retail outlets. Sisson said Amtrak has not yet found tenants, but is working to create a "warm, lit shell." During renovations, current vendors, including a coffee shop, convenience store and rental-car booth, will move into the temporary building, Sisson said.

Work on the exterior will be the first signs of change, Sisson said. Terra-cotta facades will be restored and the exterior will be weatherized. During a renovation that ended in 1984, the terra cotta was bleached, but not repaired. Workers will also replace several broken and deteriorated windows.

Wilmington spokesman John Rago said the city has been in talks with Amtrak to ensure that rail travel will not be impacted and there will be limited, if any, interruptions for passengers. The 100-year-old station serves more than 700,000 passengers each year with more than 100 weekday trains.

The station, designed by architect Frank Furness, was finished in 1908, although trains rolled in and out of the unfinished building for a year before that. In those days, the main floor was devoted mostly to freight and baggage, and passengers, who arrived by horse and carriage or trolley, entered from Front Street. They took the stairs to track level, where waiting rooms -- separate ones for men and women -- sheltered them as they waited for trains.

In 1984, Amtrak, which had taken over passenger rail service, completed a \$10.4-million renovation. The waiting room was moved to the main floor, and many long-vanished details, such as the glass-and-metal canopy surrounding the entrances, were reproduced and reinstalled. *[Railway Track and Structures]*

### Amtrak breaks ground for new Auto Train Station in Sanford, Florida

Amtrak recently broke ground for the \$10-million renovation of its Sanford, Fla., Auto Train Station, which will be funded by the American Recovery and Reinvestment Act. The current 2,500-sq.-ft. station configuration of three separate structures will be replaced with a 10,000 sq. ft. facility with a passenger waiting area, ticket counter, gift shop, café and restrooms. The new, larger station will include a waiting area with seating for 600, an increase of 370 over the current waiting area, which is partially housed in a tent. A new traffic flow will provide easier access for passengers as they drop off their vehicles under a large canopy prior to boarding the train.

During construction, the station will remain open. The current tented waiting area will be relocated from the north end of the station to the south end to make way for the new building. The existing gift shop will be demolished and the current station will be renovated to accommodate administration offices. The renovation project is scheduled to begin in mid-June 2009 and is targeted for completion in the fall of 2010.

Amtrak is beginning to put into place the last piece of a multi-year plan to bring increased convenience, improved service and more station amenities to passengers who ride Auto Train. The new, larger and up-to-date passenger station being built in Sanford fulfills the company's vision for the Auto Train, which added new passenger equipment in the 1990s, new car carriers in July 2005 and built a new station and mechanical facility at the northern end of the route near Washington, D.C., in 2000.

The Sanford Auto Train Station serves as the southernmost terminus of Amtrak's Auto Train, which allows passengers to travel with their personal vehicles between Lorton, Va. (near Washington, D.C.) and Sanford. The station was built in 1971 when the Auto Train operation was a private enterprise. Amtrak began operating the service in October 1983 and renovated the

station in 1995.

In fiscal year 2008, 234,839 passengers traveled on the Auto Train, an increase of 7.8 percent over the previous year. Last fiscal year, the Auto Train carried 112,188 cars and 1,757 motorcycles, resulting in a gasoline savings of about 5,048,460 gallons (20 mpg at 900 miles). With more than 40 passenger rail cars and auto carriers, the Auto Train is the longest passenger train in the world. *[Railway Track and Structures]*

### **Lancaster's First Train Station Unearthed**

Recent excavation work in Lancaster has uncovered the remains of the city's first train station including tunnels lined with ornate white brick; the station was razed following opening of the present-day facility in 1929. *[Philadelphia Chapter, PRRT&HS]*



### **CSXT Lands 63 New Facilities, Attracts 42 Plant Expansions in '08**

Last year, CSX Transportation played a role in attracting more than 100 industrial development projects totaling about \$3 billion along its lines, including 63 new facilities and 42 plant expansions. The projects are expected to create 3,400 new jobs and generate about 150,000 new carloads for CSXT. The railroad worked with economic development officials in 18 states to attract customers to new sites or to expand existing operations. The Class I offers assistance with site layout services, such as industrial park planning, track design and logistics.

New projects included 19 ethanol and biodiesel plants, and eight recycling or environmental remediation facilities. Some of the traffic generated by the facilities originates or terminates on the more than 230 regionals and short lines that interchange with CSXT. "The connectivity we provide to ports, natural resources and manufacturing facilities enables companies to leverage the efficiency and environmental benefits of rail," said Derrick Smith, CSXT vice president of emerging markets, in a prepared statement. During the past 10 years, CSXT has helped locate or expand 1,347 facilities along its lines, representing an investment of \$24 billion and the creation of more than 48,500 jobs.

*[Progressive Railroading]*

### **CSX Makes It Official: Frontier Yard To Close**

BUFFALO, N.Y. - CSX announced May 5 it would shutter Frontier Yard and lay off 132 employees by the end of the month, the *Buffalo News* has reported. The closure comes amid a devastating recession that's reduced the number of freight cars traveling across the continent's railroads. CSX spokesman Robert Sullivan said Frontier is working at just 59 percent capacity, meaning it's classifying around 855 cars daily. He said that work will be farmed out to rail yards elsewhere in Buffalo, as well as Niagara, Kenmore, and Rochester, N.Y.

Sullivan noted that CSX has invested nearly \$300 million in its New York State facilities over the past five years, and said no further cutbacks are planned. However, he said more layoffs could occur based on economic conditions. *[TRAINS News Wire]*

### **Deal Reached on CSX's Greenbrier Hotel**

WHITE SULPHUR SPRINGS, W.Va. - The Marriott hotel chain

and West Virginia investor Jim Justice have settled their disagreement over the ownership of CSX's Greenbrier Resort, the Beckley (W.Va.) *Register-Herald* has reported. As part of the deal, the Justice Family Foundation will own the resort, while Marriott will participate in marketing it and will get fees as a result.

Marriott had agreed to buy Greenbrier from CSX, but Justice purchased it in the interim. Under the new agreement, reached May 15th at a meeting between Marriott officials and Justice, a marketing deal must be reached within 30 days. If it isn't, Justice will pay Marriott a \$7.5 million breakup fee. *[TRAINS News Wire]*



### **Norfolk Southern Facilitates \$2.2 Billion in Industrial Investment along Rail Lines in 2008**

Norfolk Southern Corporation participated in the location of 80 new industries and the expansion of 35 existing industries along its rail lines throughout 2008. New plants and expansions represented an investment of more than \$2.2 billion by Norfolk Southern customers and are expected to create 3,623 jobs in the railroad's territory and eventually generate more than 136,000 carloads of new rail traffic annually. Norfolk Southern assisted state and local government and economic development officials throughout 20 states in helping customers identify ideal locations for new and expanded facilities.

"Renewable energy projects led the way across our service area in 2008," said Newell Baker, assistant vice president industrial development. "Our group was able to assist in the location of 19 ethanol and bio-diesel production and distribution facilities across 10 states. In addition, we completed eight projects with stone producers and electric utilities to facilitate rail shipment of high-calcium limestone for use in 'scrubbing' power plant air emissions to reduce atmospheric sulfur dioxide and meet future clean air standards."

Other projects supported include automobile assembly; coke production; lumber, aggregate, paper, and grain distribution; plastic products production; steel processing; and solid waste disposal. Norfolk Southern works with state and local economic development authorities on projects involving site location and development of infrastructure to connect customers to its rail system and provides free and confidential plant location services, including industrial park planning, site layout, track design, and logistics assistance. During the past 10 years, Norfolk Southern's Industrial Development Department has participated in the location or expansion of 1,115 facilities, representing an investment of \$23.6 billion and creating nearly 55,000 customer jobs in the territory served by the railroad. *[Norfolk Southern Corp.]*

### **Arnold B. McKinnon, NS' Second Chairman, Dies May 18**

Leaving a 50-year legacy of railroad leadership that will not be duplicated or forgotten, Norfolk Southern's second chairman, Arnold B. McKinnon, died May 18 in Washington D.C. A resident of Norfolk, Va., he was 81. McKinnon, NS chief executive officer from 1987 to 1992, was among the first to envision the railroad as an integral link in the global logistics chain. Under his guidance, NS increased productivity and controlled costs, launched the Thoroughbred quality

improvement process, and began the development of managers who today are the railroad's leaders. In 2007, NS named its headquarters building in Norfolk in his honor. *[Norfolk Southern Corp.]*

#### **NS Wins its 20th Consecutive E.H. Harriman Award**

For the 20th year in a row, Norfolk Southern has won the 2008 E.H. Harriman Gold Award for Group A, recognized for the best employee safety record among line-haul railroads whose employees worked 15 million employee-hours or more each year. CSX Transportation won the silver, and Union Pacific the bronze, within Group A.

Within Group B, comprised of line-haul railroads whose employees worked four-to-15 million employee-hours annually, the gold went to Kansas City Southern Railway, KCS's third year in a row. Canadian Pacific's U.S. operations was awarded the silver, and Chicago-based Metra the bronze, within Group B.

Among Group C participants, railroads whose employees worked less than four million employee-hours during the award period, the gold award went to the Willamette & Pacific Railroad, while Florida East Coast Railway took the silver and the Wheeling and Lake Erie the bronze.

In Group S&T, for switching and terminal companies, the Terminal Railroad Association of St. Louis took the award for gold for the second consecutive year. The silver award went to the Birmingham Southern Railroad; Consolidated Rail Corp. (Conrail) received the bronze award.

Certificates of Commendation also were awarded to four railroads with continuous gains in employee safety improvements over a three-year period and showing the most improvement between 2007 and 2008. Those railroads include CSX Transportation (Group A), Metro-North Railroad (Group B), Wheeling & Lake Erie Railway (Group C), and the Belt Railway of Chicago (S&T).

The Harriman Awards were established in 1913 by Mary W. Harriman in memory of her husband, Edward H. Harriman.

*[Railway Age Rail Group News]*



#### **UTU Launches Close-Call Pilot Program With NJ Transit**

The United Transportation Union (UTU) recently signed on for its third Confidential Close Calls Reporting System pilot project — this time, with a passenger road. UTU inked a deal with New Jersey Transit under which employees can confidentially report safety concerns or operating rule violations to the Federal Railroad Administration (FRA).

The American Train Dispatchers Association and Brotherhood of Locomotive Engineers and Trainmen also signed the agreement. Sponsored by the FRA and U.S. Department of Transportation's Bureau of Transportation Statistics, the program aims to ensure unsafe activity — which otherwise would have been unreported or under-reported — is studied by an on-property peer review team comprising labor, rail management and FRA representatives. Data compiled from the studies can be used to recommend corrective action.

A "close call" is defined as "a situation in which an ongoing

sequence of events was stopped from developing further, preventing the occurrence of potentially serious safety-related consequences," according to the FRA.

UTU is participating in similar pilot projects with Union Pacific Railroad in North Platte, Neb., and Canadian Pacific in Portage, Wis. The union is in discussions to conduct a fourth pilot on a portion of Amtrak's Northeast Corridor. *[Progressive Railroading]*

#### **New Jersey DOT's \$3.6 Billion Capital Program Includes \$1.4 Billion for NJ Transit**

The New Jersey Department of Transportation (NJDOT) released a proposed Fiscal Year 2010 Transportation Capital Program. The \$3.6 billion program would include \$1.4 billion for New Jersey Transit projects. The proposed program would be funded with \$1.6 billion from the state transportation trust fund, \$1.73 billion in federal funding and \$239 million from other sources. NJ Transit's \$1.4 billion capital program would include funding to rehabilitate bridges; replace track; upgrade signal and security systems; repair overhead power lines and electric substations; and improve rail stations and bus terminals. Dollars also would be set aside for expansion projects, including the Mass Transit Tunnel, Hudson Bergen Light Rail extension to Eighth Street in Bayonne, the Northern Branch, the Lackawanna Cutoff to Andover, and Passaic-Bergen rail project. *[Progressive Railroading]*



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

**July 1, 1878** - Harley J. Brown, a former PW&B baggage master who had been laid off in 1875, is arrested and confesses to wrecking the Southern Express at Claymont, Del.; had placed obstructions on track hoping to be rehired as a hero for stopping a local passenger train, but he forgot about the express; Brown is sentenced to five years in prison and a \$4,000 fine on Dec. 9.

**July 4, 1900** - Atlantic City Railroad Class P-3a 4-4-2 sets new Camden-Atlantic City speed record of average 75.2 MPH.

**July 8, 1905** - Air pressure first applied to New Jersey shield of south tube of Hudson River Tunnel.

**July 4, 1910** - PRR announces it is constructing a new car yard at turntable between 20th & 23rd Streets west of Broad Street Station and increasing number of running tracks between "B" Interlocking at 23rd Street and West Philadelphia from two to four and adding an inbound engine and empty car track; to be completed by Dec. 1.

**July 18, 1915** - PRR employees discover a suspected bomb in car of Berwind-White coal set out at Morrisville Yard on bad order; coal was consigned to Cunard Line.

**July 27, 1921** - PRR contracts with City of Philadelphia for construction of 60th Street Branch in Southwest Philadelphia.

**July 13, 1925** - City of Philadelphia and PRR sign agreement covering "Philadelphia Improvements"; City to replace Market Street Elevated with subway from Schuylkill River to 44th Street and make other street and bridge improvements, including new Pennsylvania (later Kennedy) Boulevard between City Hall and

30th Street Station on site of "Chinese Wall."

**July 20, 1930** - Electric local revenue service begins between 52nd Street, Philadelphia, and Norristown; electrification is not extended to Phoenixville as originally planned.

**July 1935** - F.W. Kiesel designs a 2,100 HP dual diesel/electric locomotive similar to a modified P5a to meet Baltimore's anti-smoke ordinance; proves too expensive and PRR converts two B6sb steam 0-6-0's to burn oil.

**July 30, 1940** - PRR orders two T1 4-4-4 duplex passenger locomotives from Baldwin; modification of a Baldwin design; shorter and more practical than S1.

**July 26, 1945** - *The Pittsburger* restored as a day train with parlor cars and coaches.

**July 8, 1950** - Last run of PRSL passenger service between Woodbury and Penns Grove, New Jersey.

**July 29, 1955** - Philadelphia Improvements officially completed, including regrading of property east of Schuylkill River.

**July 1960** - PRR furloughs 2,200 employees because of recession-induced downturn in traffic.

**July 1, 1965** - *Blue Diamond*, a coach train between Wilmington and Delmar, established as a six-month experiment to attract riders and placate downstate voters opposed to proposed subsidy for Wilmington/Newark commuter service.

**July 25, 1966** - PRR signs contract for operation of four Dept. of Commerce high-speed test cars between New Brunswick and Trenton.

**July 19, 1967** - Budd Company displays first of 40 *Metroliner* cars. \*\*\*

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

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.

Wednesday, August 12 through Saturday, August 15, 2009

**Railroad Family Days.**

Friday, August 14 and Saturday, August 15, 2009

**Hogwarts Express Parties.**

Saturday, September 26, 2009

**Members Day** \*\*\*

Saturday, May 16 through Saturday, October 31, 2009

**HARRIS Tower Interactive Exhibit** located at 7<sup>th</sup> & Walnut Streets, Harrisburg, Pa. The tower was used by the PRR, Penn Central and Amtrak until closing in 1991. Upon closing, the Harrisburg Chapter of the NRHS purchased the building and began the process of restoration. The center piece of the exhibit is the tower's Interlocking Machine, the device that actually controlled the track switches and signals and Model Board, the lighted map of the area trackage that pinpointed the location of the trains and showed how the signals were set. Further information at: <http://nrhs-hbg.pennsyr.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](mailto:svp@nrhs.com) or 717-267-0178.

Sunday, July 5 through Saturday, July 11, 2009

**25<sup>th</sup> National Garden Railway Convention** at the Denver Marriott Center, Denver, Colo. Info: [www.2009ngrc.com](http://www.2009ngrc.com).

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](http://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](http://www.wghsea.org).

Saturday, July 25, 2009

**The 30<sup>th</sup> Street Station Philadelphia Special** on SEPTA's R3 line from Market Street Station in West Chester to 30<sup>th</sup> Street Station in Philadelphia by the West Chester Railroad using double headed Alco diesels. Info: [www.westchesterr.net](http://www.westchesterr.net)

Saturday, August 1 and Sunday, August 2, 2009

**Greenberg Train Show** at the Maryland State Fairgrounds, 2200 York Rd., Timonium, Md. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

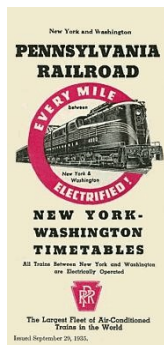
Monday, August 10 Through Sunday, August 16, 2009

**Steam on the Range** Annual N.R.H.S. Convention in Duluth, Minnesota. Info: [www.steamontherange2009.com](http://www.steamontherange2009.com).

Saturday, August 15 and Sunday, August 16, 2009

**Greenberg Train Show** at the Greater Philadelphia Expo Center, 100 Station Ave., Oaks, Pa. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

Wednesday, September 30, 2009



## Timetable 07-09

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

\*\*\*

AT THE RAILROAD MUSEUM OF PENNSYLVANIA

ROUTE 741, STRASBURG, PA -

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

717-687-8628

\*\*\*

Tuesday, Feb. 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.

Wednesday, July 1 through Sunday, July 5, 2009

**Reading Railroad Days.**

**"Disney's A Christmas Carol" Train Tour** at the B&O Railroad Museum, 901 West Pratt Street, Baltimore, Md. Info: <http://disney.go.com>.

**Friday, October 2 through Sunday, October 4, 2009**

**"Disney's A Christmas Carol" Train Tour** at Union Station, Washington, DC. Info: <http://disney.go.com>.

**Saturday, October 10 and Sunday, October 11, 2009**

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

**Thursday, October 15 through Saturday, October 17, 2009**

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

**Friday, October 16 through Sunday, October 18, 2009**

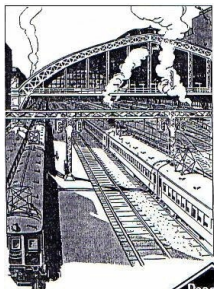
**Conrail Historical Society Convention** at the Ramada Philadelphia Airport, 76 Industrial Highway, Essington, Pa. Info: [www.thecrhs.org](http://www.thecrhs.org).

**Tuesday, October 27, 2009**

**"Disney's A Christmas Carol" Train Tour** at Amtrak's 30<sup>th</sup> Street Station, Philadelphia, Pa. Info: <http://disney.go.com>.

**Friday, October 30 through Sunday, November 1, 2009**

**"Disney's A Christmas Carol" Train Tour** at Grand Central Terminal, 42<sup>nd</sup> Street & Park Avenue, New York City. Info: <http://disney.go.com>.



Celebrating  
the  
78<sup>th</sup> Anniversary  
of the  
Electrification of  
Reading Company's  
Suburban Lines

July 26, 1931-  
July 26, 2009



## Riding the Reading.... Reading Company events in the month of July

July 8, 1909 - Philadelphia  
& Reading sea barge  
Perkasie sinks off New  
Jersey coast.

**July 26, 1931** - Reading inaugurates electrified suburban service from Reading Terminal to West Trenton, Hatboro, and Lansdale/Doylestown.

**July 27, 1959** - New 32-car siding placed in service at American Olean Tile Co., Lansdale, Pa.

**July 4, 1966** - Reading asks ICC to delay Penn Central merger on grounds that indemnity payments to D&H, EL and B&M will divert traffic from Reading.

**July 10, 1966** - Budd tests four U.S. high-speed test cars (modified Pioneer IIIs) on the Reading at Jenkintown.

*[Graphic modified from Philadelphia Chapter, CINDERS]*

### JUNE, 2009

#### CHAPTER MEETING MINUTES

**CALLED TO ORDER:** The regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, June 15, 2009. The meeting was called to order at 7:30 p.m. by

President Glenn Kendig with 57 members present and 5 guests. President Glenn Kendig led those assembled in the Pledge of Allegiance.

**MINUTES:** Glenn Kendig made a motion to approve the May minutes.. Dave Stambaugh approved the motion and Steve Himpl seconded the motion. The May membership minutes were approved as printed in the *Lancaster Dispatcher*.

**CHAPLAIN:** Chaplain Doris Geesey read a poem. Doris also announced that Harold Weinhold's wife Shirley passed away last month. A thank-you card was received from the Weinhold family. Glenn reminded everyone to contact Doris with information on chapter members.

**MEMBERSHIP:** First Vice-President Fred Kurtz reported that we have one more member now than we had at the end of last year. The count is 211 basic memberships and 119 family memberships.

Fred also reported he is having a problem with National. They picked up one person that Fred reported as a renewal and didn't pick up the other seven renewals. Fred is working on getting this issue resolved.

Fred announced that he has several 50-year pins that will be presented to chapter members at the annual banquet in November.

Fred announced since last month's meeting, three people asked him to send them the newsletter via email. As soon as he assembles this past month's issue, he will send it electronically to every email address in our chapter directory. All members are encouraged to view this email and decide for themselves if this is a suitable replacement for the paper version now being sent thru the Post Office. Contact Fred if you would like the electronic version.

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

**NATIONAL DIRECTOR'S REPORT:** Smoke Shaak had no new information to report.

**BOARD OF DIRECTOR'S REPORT:** The Board of Directors meeting will be held Sunday, August 2 at Tom McMaster's house. Glenn Kendig thanked Tom for hosting the Board Meeting.

**TRIPS:** Ed Mayover will have more details on the New Jersey train trip in July. Dennis Allen reported everything is ready for the Mexico trip in October.

**ANNOUNCEMENTS:** Glenn announced that he needs three volunteers to serve on the Nominating Committee for the fall elections. If interested, please contact Glenn.

Glenn reported that Amtrak put white marks on the ground where they want the fence to go around the caboos. We are waiting for their Signal Department to give their approval for the installation of the fence. There is a concern with buried cables and wiring near the caboos.

Glenn also announced he will be scheduling a work date between now and fall to do some body work on the caboos. Check the newsletter for upcoming work dates.

Tom Shenk is looking for volunteers to help assemble the

newsletter. If interested, please contact Tom.

Tom Shenk is also looking for a Kitchen Coordinator to organize the kitchen duties. This person needs to get food and drinks for chapter meetings. They also need to get volunteers to sign up each month to help in the kitchen at chapter membership meetings. Tom said we would only need a few volunteers for the 8 to 10 chapter meetings we hold at the Freight Station each year. If interested, please contact Tom.

Glenn announced that Strasburg Rail Road tickets are available for purchase at \$6.00 each. The full price when purchased at the Strasburg Rail Road is \$13.00. Glenn also announced afghans and t-shirts are still available for purchase from the Sales Committee.

Tom Shenk reported that July's membership meeting will be held at the Lebanon Historical Society on Sunday, July 19 at 2 p.m. Chapter members will meet at the Lebanon Historical Society's building on Cumberland Street (free parking) for the chapter membership meeting (which is free) and afterwards go to the Union Canal. There will be boat rides offered for \$6.00 per person. Check for additional details in this newsletter.

Tom McMaster reported that David Dunn of the Railroad Museum of Pennsylvania is being transferred to Harrisburg. Tom also reported that the Railroad Museum informed the Harrisburg Chapter that they do not want three GG-1 locomotives. They offered GG-1 No. 4859 (which sits at the Harrisburg Station) to the Harrisburg Chapter and the chapter voted unanimously to take it over. The Harrisburg Chapter is now the owner of GG-1 No. 4859. Glenn Kendig offered an historical note: When the Harrisburg Chapter bought No. 4859 from scrap, the Lancaster Chapter loaned them the money to purchase it.

Fred Kurtz reminded everyone of an opportunity to get a Hershey Park or Dutch Wonderland voucher for yourself, and also earn some money for the chapter. Anyone interested in volunteering to work at Hershey Park or Dutch Wonderland should contact Fred.

**ADJOURNMENT:** The chapter meeting was adjourned at 7:55 p.m. for the program. Mary Boomsma and Stanley White presented the program entitled "The Illustrated Story of the Little, Old, and Slow".

Tom Shenk announced John Sweigart won the door prize – a ceramic tile coaster of the Pennsylvania Railroad Class GG-1 Passenger Locomotive.

### THIS MONTH'S BANNER PHOTO

Chicago, North Shore & Milwaukee *Electroliner* painting by Chuck Boie in an adaptation of the October, 1982 *Trains* magazine cover. The *Electroliner* will be the subject of a future article in the *Lancaster Dispatcher*.

### OPERATION LIFESAVER REMINDS YOU...

If the red lights begin to flash after you start crossing the tracks, **KEEP GOING.** Lights should begin to flash at least 20 seconds before the train arrives at the crossing.



### LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS



#### Altoona Museum Gets \$2 Million Grant

The Altoona Railroaders Memorial Museum will get a \$2 million state grant, enabling it to finish its long-delayed quarter-roundhouse, the *Altoona Mirror* has reported. The grant will also help the museum launch a railroad engineering course. The quarter-roundhouse is the planned home for the restoration of Pennsylvania Railroad K4s steam engine No. 1361. [TRAINS News Wire]



#### New Non-Profit Organization to Operate East Broad Top Railroad

Rockhill Furnace, Pa. - A new non-profit organization has signed an agreement to operate the East Broad Top Railroad for three years, and the organization hopes to attract enough grant money during that time to buy the Pennsylvania narrow gauge from its longtime owners, Joe and Judy Kovalchick. The railroad, designated a National Historic Landmark in 1964, has had a precarious existence in recent decades, with each operating season rumored to be its last.

The new organization, the East Broad Top Railroad Preservation Association, was put together by Larry Salone, who took over as executive director of the Altoona Railroaders Memorial Museum in 2007. Salone is a restaurant and engineering-company owner who says he took his first train ride as a kid on the East Broad Top, which the Kovalchick family has operated as a tourist railroad since 1960. Joe Kovalchick's father, Nick, was a salvage dealer who bought the railroad after its last common-carrier runs, in April 1956.

Salone, who scheduled a press conference at the railroad May 8, said during a visit to the EBT May 2 that the railroad's current employees would remain on the payroll, and that the schedule for the coming year would remain largely unchanged. But he said he hoped that riders would begin to notice small improvements as soon as the EBT opens, on June 6. The railroad will accept credit cards for the first time, he said, and shuttle buses will run between the East Broad Top and the Altoona museum during the museum's annual railfest weekend, June 27-28.

He said he planned to begin seeking money to reopen about six miles of track from the current end of operations into Mount Union, where the railroad transferred coal and other freight to the Pennsylvania Railroad in a dual-gauge yard. Salone also discussed putting a second EBT steam engine back in service - most likely No. 14, a 1912 Baldwin Mikado that is nearly identical to the only engine currently operating, No. 15. In addition, he talked about converting additional freight cars for passenger service so that the line's 19th-century coaches could be reserved for special occasions.

The East Broad Top began operating in 1873 along a main line roughly 33 miles long, of which about five miles are currently in service. The rest of the railroad is almost entirely intact but is badly overgrown. In addition to six narrow-gauge 2-8-2s in three sizes, the EBT has a unique 1927 Brill gas-electric car in operating condition, a standard-gauge 0-6-0 in Mount Union, and

a sprawling machine-shop complex that is being restored by a volunteer organization, the Friends of the East Broad Top. The Rockhill Trolley Museum operates on a portion of the railroad's old Shade Gap branch. [TRAINS News Wire]

## Lackawanna Railroad

### Pocono-New York Train Gets Key Approval

SCRANTON, Pa. - A proposal to reactivate the "Lackawanna Cutoff" and launch commuter service between New York and Scranton can now seek funding, the Allentown (Pa.) *Morning Call* has reported. The boost to the project comes as the Environmental Protection Agency found it would have "no significant impact."

The proposed line would use the abandoned ex-Delaware, Lackawanna & Western route via the Poconos to connect Scranton to Hoboken, N.J., and New York. It's got the backing of key politicians, including Pennsylvania Sen. Arlen Specter and New Jersey Sens. Frank Lautenberg and Robert Menendez.

The EPA finding means the project's backers can now apply for Federal Transit Administration funds, which could provide a 50-percent match. If it's successful, backers say initial Pennsylvania service from Delaware Water Gap, Pa., could begin in four years. New Jersey Transit would operate trains on the line as the plan stands now. Construction has already begun on the first seven miles between Port Morris and Andover, N.J. [TRAINS News Wire]



### Public Hearings Set for Southern New Jersey Rail Proposal

The Delaware River Port Authority scheduled four open houses to explain current plans to provide rail service from Camden, N.J., through Gloucester County, N.J., southeast of Philadelphia and across the authority's namesake river.

DRPA in May recommended the use of an active Conrail Shared Assets right-of-way serving the county, which could provide service from Camden to Glassboro, home of Rowan University. The university strongly lobbied for the rail right-of-way choice over two other proposed routes, each of which would have straddled state highways. DRPA's recommendations for those alternate routes now include enhanced bus service.

Still at issue for the selected rail route is the specific rail mode. DRPA initially entered its study intent on linking any new route to its existing PATCO Hi-Speed line, which employs third-rail rapid transit cars to access central Philadelphia. But the selected route, dubbed "NJ-3" during the study, strongly suggested applying diesel rail equipment, either diesel multiple-unit (DMU) trains or diesel light rail transit (DLRT).

Either diesel option would make direct access to Philadelphia extremely unlikely; passengers instead would transfer at the Walter Rand Transportation Center in Camden if traveling to or from Philadelphia, as passengers on New Jersey Transit's RiverLINE, a DLRT operation, do at present.

Also still unclear is the planned funding sources and operator(s)

to be involved. DRPA, a bistate agency, may not have the political will to advance a New Jersey-based rail extension on its own, and may possibly cede responsibility to NJ Transit. New Jersey, despite its economic crisis, has committed some funds to advance the project, and may opt for a design-build-operate-maintain (DBOM) approach similar to that of the RiverLINE. Reflecting such uncertainty, DRPA CEO John J. Matheusen said, "We need to hear what the public thinks before plans are finalized." [Railway Age Rail Group News]



### GO Transit to Offer Summer Service Between Toronto, Niagara Falls

Toronto-based GO Transit will commence summer weekend and holiday rail service to Ontario's Niagara Region beginning June 27. The service will offer four train trips daily in each direction on Saturdays, Sundays, and holidays from June 27 through Canadian Thanksgiving weekend, October 12.

The two-hour trip will link Toronto's Union Station with Port Credit GO Station, Oakville GO Station, Burlington GO Station, St. Catharines VIA Rail Station, and Niagara Falls VIA Rail Station. An adult single ride fare from Union Station to Niagara Falls will be C\$15.90. "This new GO rail service will bring tourists to Niagara's wineries, restaurants, and attractions such as the incomparable Niagara Falls. Our government is expanding public transit across the province, making investments that build our economic infrastructure and put people to work," said Ontario Minister of Transportation Jim Bradley in a statement.

[Railway Age Rail Group News]



### MODELER'S CORNER

Athearn has announced the release of an HO scale Reading Company FP7 in their *Genesis* line. All locomotives feature prototype-specific, separately applied "as-built" and/or "modernized" injection-molded and photo-etched metal detail parts and cab interior. Offered in Nos. 902, 905 and 907, with DCC and sound at \$259.98 or without at \$169.98 per "A" unit. The locomotives are expected to arrive in October, 2009. A Pennsylvania Railroad FP7 with PRR-specific details: nose lift rings, roof-top radio antenna and underframe mounted water tank is anticipated at a later date. For more information, visit [www.athearn.com](http://www.athearn.com).

### A SUGGESTION . . . .

If you're taking the boat ride through the Union Canal Tunnel at our July Chapter Meeting, long-time Lebanon resident and chapter member Howard Fox advises that you may want to take an umbrella, as a good bit of water comes off the ceiling and you may get wet! Howard states that he's taken the ride many times. Thanks for the suggestion, Howard!

*Have a Happy and Safe Independence Day Holiday!*



## Information on Lebanon County Historical Society

### Meeting Information on Next Page



Lebanon County Historical Society - 924 Cumberland Street - Lebanon, PA 17042

web site - <http://lebanoncountyhistoricalsociety.org>

The **Lebanon County Historical Society** was organized in 1898 by a group of interested local citizens and amateur historians. The Society was considered the county's *attic* until 1935, when the group offered its first public exhibits. Today, the LCHS is a place where residents and visitors alike can experience our history first-hand, as well as conduct their own historical research and have access to related gifts and souvenirs. The LCHS is truly one of Lebanon County's hidden gems.

### **Mission Statement**

The mission of the Lebanon County Historical Society is to collect, exhibit, interpret, preserve, and publish the history of the Lebanon Valley. The Society shall accomplish this through its museums, libraries, archives, publications, programs, and historic sites. The Society shall hold its collections in trust for the community and recognizes its responsibility to educate and inform the public about the history of the Lebanon Valley and make its holdings reasonably accessible to the public.

### **Location and Facilities**

The Society is located at 924 Cumberland Street in Lebanon, Pennsylvania. The building houses the Stoy Museum and Gift Shop, the Hauck Research Archives library, the Reese Auditorium, and the Society offices. The Society also owns and maintains The Union Canal Tunnel, the oldest existing tunnel in the United States, for the canal which once linked Reading and Harrisburg. The Union Canal Tunnel Park includes picnic tables and has no admission fee. The park is located at 25th and Union Canal Drive, Lebanon.

### **Union Canal Tunnel Park – Boat Rides on the Union Canal**

Boat rides are available on the Union Canal every Sunday afternoon from 12:30 PM to 4:30 PM from June through October. Come learn about this early transportation system. The boat ride will include the 5/8<sup>th</sup>-mile of the Union Canal, which passes through the oldest transportation tunnel in the United States. Additional information can be obtained by calling Jim Schucker, (717) 272-6949.

# Important Information on July's Meeting

## Lebanon County Historical Society

### 924 Cumberland Street - Lebanon, PA 17042

**Sunday, July 19, 2:00 PM**  
**Program on the Union Canal Tunnel**  
**Presented by Jim Schucker**

**Lebanon County Historical Society Directions/Parking:** Lebanon County Municipal Parking Lot is on the corner of 9<sup>th</sup> and Cumberland Streets. 9<sup>th</sup> Street is 72 North through Lebanon. The directions are very simple. From Lancaster, take 72 North through Manheim and follow 72 North into Lebanon. Once you're in Lebanon, 72 North will turn into 9<sup>th</sup> Street. When you see the signs for Route 422, 422 is Cumberland Street. The parking lot is on your left. Sunday the street meters are free and the parking lot has free parking. It's only about a half block West on Cumberland to 924, the Lebanon County Historical Society.

#### **Agenda:**

1:30 PM Doors Open – No Refreshments are Served  
2:00 PM Short Chapter Meeting Presided Over by Glenn Kendig, President  
2:15 PM Presentation by Jim Schucker on the Union Canal Tunnel  
Meeting Continues at the Union Canal Tunnel Park

After the presentation at the Historical Society (weather permitting), Jim will continue his presentation at the Union Canal Tunnel Park (directions below). The park is open free of charge and you can walk down towards the tunnel entrance for photos. If you wish to participate in a boat ride through the Union Canal Tunnel, the Historical Society is asking for a \$6.00 donation to help defray the cost of the operations of the boat and park. We are including a brief history of the tunnel and boat below. If the weather is inclement, we are still having the meeting at the Historical Society. The only difference is that we may not be able to have a boat ride.

#### **Directions to Canal Park:**

**If you are parked/exit on 9<sup>th</sup>,** continue North to Lehman Street. Turn left on Lehman.

**If you are parked/exit on Cumberland,** follow Cumberland to 12<sup>th</sup>, then right on 12<sup>th</sup>, then left on Lehman Street.

Follow Lehman Street to T at 25<sup>th</sup> Street, then turn right on 25<sup>th</sup>. The Lebanon County Union Canal Tunnel Park will be on your left.

---

(General information on the Lebanon County Historical Society and the Canal Tunnel Park is on page 9.)

---

#### **Brief History of the Union Canal Tunnel – The Oldest Transportation Tunnel in the United States**

Designated a National Historic Civil Engineering Landmark in 1970, this tunnel is the oldest existing transportation tunnel in the United States. At the time of its construction, it was considered a work almost unknown in this country - Dug through the ridge dividing the waters of the Quittapahilla Creek and Clark's Run, the tunnel was originally 729 feet long. Drilling was done by hand and blasting with gunpowder through argillaceous slate rock with veins of hard flinty limestone 80 feet below the summit of the ridge. Progress of the work was 5 yards lineal per week. - Work began May 1825 and was completed in June 1827, at a total cost of \$30,404.29. The tunnel's length was reduced to 600 feet during the canal enlargement in 1858 at a cost of \$8,280.00. - Simeon Guilford was the engineer in charge, with John B. Ives as contractor. The first boat to pass through the tunnel was *The Alpha* of Tulpehocken on the morning of June 12, 1827. Boats were poled through the tunnel against the ceiling, while the mules were led over the top of the ridge. On December 29, 1933, upon request of the Lebanon County Historical Society, the Eastern Real Estate Company, successor in title to the Union Canal Company, granted the Lebanon County Historical Society the right to enter upon the property and take steps to preserve the engineering monument. In April, 1950, the Historical Society completed the purchase of the Tunnel and adjacent property.

---

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

---

July 13, Monday – **Board Meeting Cancelled** (see Sunday, August 02)

**July 19, Sunday – Chapter Meeting – 2:00 PM – Sunday Away Meeting – Lebanon County**

Lebanon County Historical Society  
924 Cumberland Street  
Lebanon, PA 17042

The program, 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.

**See detailed information on meeting, directions and parking on the previous page.**

---

August 02, Sunday – Board Meeting – 2:00 PM – At the home of Tom and Anna McMaster, Cornwall

August 17, Monday – Chapter Meeting – 7:00 PM – Monday Night Away Meeting – Early Start – York County  
New Freedom and Hanover Junction Stations  
Hosted by Marlyn Geesey & the York County Park Service

More information to follow in the August newsletter

---

September 14, Monday – No Board Meeting in September

September 20, Sunday – Annual Chapter Picnic at the Christiana Freight Station  
3:00 PM Doors open – Fellowship  
4:00 PM Barbecued chicken

Chapter will provide – Barbecued chicken  
Drinks

**You will need to bring** – Covered dish to share  
Place settings

---

**Chaplain Contact Information**

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

**LANCASTER CHAPTER BOARD of DIRECTORS**

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

**MEMBERSHIP MEETING NOTICE**

*The Sunday "Away" Membership Meeting of the Lancaster Chapter, N.R.H.S. will be held at the Lebanon County Historical Society, 924 Cumberland Street, Lebanon, PA on Sunday, July 19, 2009, starting at 2:00 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 \$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](mailto:fkurtz@fredbkurtz.com)

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

FIRST  
CLASS  
MAIL

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