

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 40 NUMBER 9

SEPTEMBER 2009



SEPTEMBER 6, 1943 - THE WRECK OF THE CONGRESSIONAL LIMITED AT PHILADELPHIA, PA.

In the early 1940s, the Congressional Limited was the Pennsylvania Railroad's premier train. It traveled a route between Washington, DC, and New York City. The train would travel 220 miles between the two cities in only 3 and a half hours at an average speed of 70 mph. At times along the route, it would reach the unheard of speed of 80 mph. To further decrease the travel time, the train made only one stop along the way, at Newark, New Jersey.

Labor Day weekend, 1943: The railroad expected a flood of up to 800 riders on each of the Limited's runs. They decided to use up to 16 cars per train to accommodate the many riders. On Monday, September 6th, 1943, at 4 p.m., 541 people climbed aboard the Limited, in Washington, DC, for the ride to New York City. Many of the riders were soldiers home on leave for the holiday. (World War II was still in full fight).

The first part of the journey went by uneventfully. The 140 miles from Wash., DC, to Phila, Pa, took only 2 hours to cover. It seemed the train would arrive early to Pennsylvania Station in New York City. But unknown to any of the passengers or crew, a disaster was already in the making and it was about to take the lives of many of the innocent travelers.

A "journal box" on Car #7 was overheating. A railroad car rides on two "trucks", or sets of wheels. The trucks consist of pairs of wheels on axles and the axles run in bearings or housings called "journal boxes".

This Monday, the Congressional Limited was running ahead of schedule, so through Philadelphia, the train was slowed to a speed of 45 mph. Everything seemed normal as the train passed the North Philadelphia Station on Broad Street.

But the problem was about to reveal itself.

Just after 6pm, as the Limited passed a rail yard only 3 miles east of the Broad Street Station, Harold McClintoc, a worker in the yard, looked up to see smoke and flames shooting from a journal box on one of the cars. He knew this "hot box" meant trouble so he yelled to another worker, A. J. Carlin. Carlin ran to the telephone and called the next signal tower along the route. He explained the trouble to the tower man, John Boyer, hoping Boyer could signal the train to stop. But the call came just seconds too late. The front of the train was bearing down on the signal. Boyer meant to call the next signal tower along the line, but before he could move, he saw that it was too late. He could only watch helplessly as the disaster began to unfold, directly beneath his feet.

The overheated journal box on the front axle of car #7 finally froze up. It took only an instant for the next events to occur. At 45 mph, the front axle of Car #7 snapped in two. The broken axle fell and caught under the front truck of the car catapulting the front end of car #7 skyward. The car rose to an almost vertical position before it fell back to earth. Then, rolling over and over, Car #7, with over 50 passengers aboard, hit the upright of the signal tower, lengthwise. The impact peeled the roof off the car along the line of windows "like opening a can of sardines".

Car #8 also rolled over and over until it plowed into Car #7 and hit the signal tower standard so hard that it wound up wrapped round the tower standard in "roughly a U-shape". The next 6 cars derailed and were tossed at odd angles along the right-of-way's 8 tracks.

When it was over, the first six cars and the last two cars of the 16-car train were undamaged. But Cars #7 and #8 were demolished and six other cars were strewn about the wreckage. The accident took only seconds to occur, but it would now take hours to free the trapped passengers, and days to clear the wreckage. People from the neighborhood came running to the rescue. What they found sickened some.

The scene was one of death and destruction. Passengers had been thrown from the windows of the two cars as they rolled. Bodies of the dead were strewn about the wreckage. Dazed and injured survivors were stumbling about. Some were crying, some praying, some stunned into silence.

Exit doors on the cars were jammed shut from the destruction. Passengers were trapped inside, with no way out. Downed high tension wires from the signal tower (the catenary attached to the signal bridge - Ed.) would only add to the difficulty of rescuing the passengers.

The servicemen who were aboard the train jumped into service. They tended to the injured, helped passengers escape the destroyed cars

and helped to free the passengers who were entangled in the wreckage.

Soon, rescuers from area fire departments arrived. Ambulances lined up to tend to the injured. Even private vehicles were pressed into service to rush the injured to area hospitals.

Workers from the nearby Cramps Shipyard arrived with acetylene torches to cut through the steel confining those still trapped. Cars had to be cut open. The workers would continue into the morning hours to free the last of them. Spotlights were set up to keep the area illuminated throughout the night. A loudspeaker system was setup to direct the rescuers.

All rail traffic was detoured (over the Reading Company - Ed.) And the work of rescuing survivors and clearing the wreckage would continue for the next 26 hours.

The Aftermath

79 people died in the wreck and over the next few days. Another 117 were injured; some of them severely. All of the dead were in Cars #7 and #8. The cause of the wreck was determined to be the overheated journal box. At first it was assumed the box was not lubricated as is required. However, railroad mechanics swore that the box was lubricated correctly during their inspection earlier that day.

All traffic was detoured for 16 hours when one of the tracks was finally opened. All of the tracks were not cleared until 26 hours after the accident. It took rescuers 24 hours to remove the dead from the wreckage. Many of the survivors attributed much of the rescue and keeping hysteria under control to the many servicemen who immediately took control.

On Thursday night, Philadelphia Mayor Bernard Samuel lauded the servicemen, the men from Cramps Shipyard, and the other rescuers for responding in the emergency.

The Big Question

Normal practice is that towermen are under orders to watch the wheels of passing trains for any problems. Also, the crew is under orders to look back at the wheels whenever the train rounds a curve. How this "hotbox" escaped notice was never understood.

Differing Reports

Some reports state that the train was traveling at 70mph, others say 45mph. Some reports state that Car #8 rolled over and over until it "came to rest against Car #7", and do not mention it hitting the signal tower or ending in a "U-shape". Reports of the number of tracks on the right-of-way range from 4 to 10.

The Area - Today

The wreck happened in the Kensington section of Philadelphia. It's often listed as Frankford because it happened at the "Frankford Junction" where the tracks turn toward the Frankford section of Philadelphia. The tower where John Boyer was positioned is off Kensington Ave., between Glenwood and Sedgley. The signal tower that was hit by the railcars is about 100 feet west of Castor Ave., between Glenwood and Sedgley. The front of the train stopped just over Frankford Avenue between Glenwood and Sedgley.

Wreck Photos





AXLE WITH END SHEARED OFF - CAUSE OF THE WRECK

SHEARED OFF AXLE END

ANOTHER VIEW OF THE SHEARED OFF AXLE END



The Power Director

By
Ed Mayover



Recession Keeps Cutting Into Amtrak Ridership



July marked the ninth straight month Amtrak ridership dropped as cuts in business travel impacted ridership, attributable to the ongoing recession, the national passenger rail corporation says.

Ridership fell 8.4% to 2.5 million from the year-ago month. Short-distance route riders declined 9.6%; long-distance ridership fell 4.9%. Northeast Corridor ridership fell 6.5%, paced by a 12% decline in Acela travelers.

The decline follows six straight year of ridership records by Amtrak, and began last November. It also occurs as federal stimulus funds have allowed the carrier to begin rehabilitating sidelined passenger equipment to expand capacity. [*Railway Age Rail Group News*]

Rohr Turboliners Rerouted to Rail Oblivion

The only ones catching these trains now are the weeds. Once among America's speediest, high-powered traveling machines, seven Rohr Turboliners in various states of decay and refurbishment sit idle at rail yards in Glenville, New York and Bear, Delaware.



A decade ago, they were the centerpiece of an ambitious plan to bring high-speed rail service to upstate New York. Now, in the fading wake of a contentious custody battle

between Amtrak and the state Department of Transportation, they are for sale. Amtrak officials have set no asking price and a spokesman said "any and all options will be considered" for selling the trains individually or in groups.

"Those Rohr Turboliners are sort of an unwanted stepchild," said Bill Vantuono, editor of *Railway Age* magazine, where an ad seeking buyers for the trains appears. "When they ran properly, they were very nice," he recalled, but "at least in this country, Turbos are a bit exotic."

The Turboliners are called "fixed consist" trains and are not designed for easy addition or removal of cars. Rather, they are intended to operate consistently as five-car "train sets." Each Turboliner has a combination locomotive-and-passenger power car at each end and two full-size passenger cars and a café car

sandwiched in the middle.

Produced in 1976 by Rohr Industries of California, which was known mainly for its aerospace manufacturing work, they were adapted from a French design. With their new, compact turbine engines, the rebuilt Turbos were conceived as a diesel-fueled cousin to Amtrak's high-speed electric Acela trains.

They're fast. When tracks are in good condition, the Turbos can cruise at 125 mph -- and perhaps more. The dual-locomotive design reduces turnaround time for return trips.

Amtrak ran the trains for decades, and in 1998 teamed up with state DOT on a plan to upgrade tracks and rebuild the train for modern use between Albany and New York City.

The \$185 million initiative was touted as a way to cut regular travel time between Rensselaer and Manhattan to two hours, shaving about 20 minutes off the trip. The plan was heavily dependent, however, on track improvements that would have allowed the trains to travel at their optimum speeds.

The track work never transpired. By the time the state called off continued rehabilitation of the trains at Super Steel Schenectady in Glenville in April 2005, New York had spent nearly \$65 million on the effort and planned to pay \$5.5 million more to cover remaining costs for the contractor. [*Albany Times-Union via American Rail Link*]

Amtrak Equipment Needs Draw Strong Supplier Interest

Amtrak's request for proposals to supply both electric locomotives and new Viewliner 2 single-level passenger rolling stock has generated widespread interest among equipment suppliers, according to Amtrak's William F. Durham, program director for capital acquisition.

At the pre-proposal meeting July 20 in Philadelphia, representatives from Alstom, Bombardier Transportation, MotivePower Inc. (Wabtec), Siemens Transportation, GE, EMD, and Patentes Talgo SA were on hand, Durham said. Amtrak plans to order 20 AC propulsion engines capable of 125 mph speeds for use on the Northeast Corridor, with an option for 40 additional units, and expects to award a contract late next March.

At a similar meeting for a Viewliner 2 order of 130 cars, held in Hialeah, Fla., July 23-24, attendees included representatives from Alstom, Kawasaki, Nippon Sharyo, Sumitomo, CAF, and Bombardier, Durham said. (*How many members remember when The Budd Company and Pullman-Standard would have lead this list? - Ed.*)

Amtrak's current breakdown for its 130-car Viewliner 2 order includes 25 sleeping cars, 25 baggage-dorm cars, 25 diners, and 55 baggage cars. An option for 70 cars, if exercised, would add 10 sleepers, 15 baggage-dorm cars, 15 diners, and 30 baggage

cars, Durham said. A Viewliner contract is scheduled to be awarded next May. *[Railway Age Rail Group News]*

Amtrak Unveils First ARRA Funded Rail Car to be Restored and Returned to Service

WASHINGTON - On July 13th, Amtrak unveiled the first of 81 passenger rail cars to be removed from storage, restored to good condition, and returned to service as part of a program to add seating capacity to trains across its national system using funds provided by the American Recovery and Reinvestment Act (ARRA), said Amtrak President and CEO Joseph Boardman.

The first car completed under this program is one of 60 Amfleet passenger rail cars to be rehabilitated at the Amtrak maintenance facility in Bear, Del., using \$58.5 million in ARRA funds. Funding from ARRA also is supporting similar work at the Amtrak maintenance facility in Beech Grove, Ind., including \$19.3 million to restore and return to service 20 Superliner cars and one Viewliner car, plus \$13 million for 15 P-40 locomotives.

To perform all of this work, Amtrak has hired 55 employees at the Delaware facility and 108 at the Indiana location. In addition, Amtrak has added more than 200 other jobs to work on numerous other ARRA funded projects across its system.

Amfleet II Coach Car #25103 Fact Sheet

History and Background

Amfleet II Coach Car #25103 is the first of 81 Amtrak passenger rail cars to be removed from storage, restored to good condition, and returned to service using funds provided by the American Recovery and Reinvestment Act (ARRA). It is the first of 60 passenger cars being rehabilitated at the Amtrak facility in Bear, Delaware. The other 21 cars are being done at the Amtrak facility in Beech Grove, Indiana.

It was damaged in a yard incident in Hialeah, Fla. and has been in storage since April 2005. When the car was placed in storage, it had traveled just over 4.1 million miles. The repair and overhaul of the car began on April 17, 2009, was performed at the Amtrak maintenance facility in Bear, Delaware, and cost approximately \$687,000. The restored car has a useful life of 40 years. Amfleet II Coach Cars have a seating capacity of 60 passengers. Amfleet II Coach Car #25103 was built by the Budd Company in Philadelphia in 1982.

Car Repairs

The 2005 yard incident damaged the back corner post, stainless steel end sheeting, stainless steel fluted side sheeting and draft gear coupler pocket which were all replaced. Wreck damage repair took 950 man hours over 24 calendar days at a cost of about \$37,000.

Level 3 Overhaul

Following the repair of wreck damage, the car then received a Level 3 Overhaul to bring Amtrak equipment up-to-date in standard design, colors, amenities, and in full compliance with federal safety standards.

Level 3 Overhauls consist of a complete update of the car's interior, exterior, mechanical systems, electrical systems, trucks, wheel assemblies, airbrakes and restrooms.

During the overhaul, the following were replaced: carpets, drapes, cushions, windows, batteries, battery chargers, lamps, wheel slide units, door motors, diaphragms, decals, toilets, water heaters, couplers, and the 480-volt train line. The trucks, wheel assemblies, and air brake systems also were all overhauled. Restrooms on the car were renovated to meet ADA requirements. The overhaul took 3,966 man hours over 42 calendar days at a cost of about \$650,000. *[Edited from Amtrak]*

Amtrak Returns to Service the First Superliner Passenger Car Restored With Recovery Funds

Indiana Facility Adds 108 Jobs to Rehab 21 Railcars and 15 Locomotives

BEECH GROVE, Ind. - On August 6th, Amtrak unveiled the first of 21 passenger railcars to be removed from storage, restored to good condition, and returned to service as part of a \$19.3 million American Recovery and Reinvestment Act (ARRA) funded program at the Amtrak Beech Grove, Indiana maintenance facility that will add seating capacity primarily to its trains operating on routes in the Midwest and West.

The car unveiled, Superliner Sightseer Lounge #33016, was built by the Pullman Company in Butler, Pennsylvania, in 1981 and introduced into service on July 1, 1981. It has traveled just less than 5.1 million miles in more than 108,000 hours. On April 4, 2005, the 480-volt electrical and 27-pin communications cabling under the car, junction boxes and conduits were damaged due to a track defect in Stevenson, Washington. The lower level floor structure was damaged resulting in its replacement. The wheel and suspension assemblies ("trucks") were also rebuilt due to damage. It had been stored since July 2, 2005. Total cost of restoration work was \$709,464.

As part of the restoration project, the damage was repaired and the car was modernized to bring it into compliance with all federal rail safety regulations as well as with current Amtrak standards in design, colors and amenities. It also underwent a complete overhaul of the interior, exterior, mechanical systems, electrical systems, trucks, wheel assemblies, airbrakes and restrooms. In addition, electrical outlets have been installed at every seat to charge or power DVD players, notebook computers, mobile phones, gaming systems and other electronic devices and booths for groups or families to sit together now occupy half of the upper seating level. It cost approximately \$709,000 to complete the repair and overhaul work. *[Edited from Amtrak]*



CSXT, BLET Agree on Tentative Five-Year Pact

In early August, CSX Transportation and the Brotherhood of Locomotive Engineers and Trainmen (BLET) reached a tentative five-year agreement covering more than 5,000 engineers that includes a combined wage and performance bonus package. The pact — which would extend a CSXT agreement that BLET members ratified in April 2007 — calls for 16 percent general wage increases beginning on Jan. 1, 2010. The pact also would enable CSXT engineers to remain eligible for bonuses that link a portion of their compensation to the Class I's financial performance. The BLET

mailed ratification information and ballots to members last week, and plans to tabulate votes on Sept. 10. [*Progressive Railroading*]



Norfolk Southern Reports Second-Quarter 2009 Results

- Railway operating revenues were \$1.9 billion.
- Income from railway operations was \$468 million.
- Net income was \$247 million.
- Diluted earnings per share were \$0.66.
- The railway operating ratio was 74.8 percent.

NORFOLK, VA. – For the second quarter of 2009, Norfolk Southern Corporation reported net income of \$247 million, or \$0.66 per diluted share, compared with \$453 million, or \$1.18 per diluted share, for the second quarter of 2008.

“Second-quarter results obviously reflect the impact of the recession,” said Norfolk Southern CEO Wick Moorman. “However, the measures we are taking to control expenses while maintaining our industry-leading service levels have enabled us to post solid second-quarter results, while at the same time we continue to invest in projects that position us for the eventual economic recovery.”

Second-quarter railway operating revenues were \$1.9 billion, down 33 percent, compared with the second quarter of 2008, primarily the result of a 26 percent reduction in traffic volume and lower fuel-related revenues.

General merchandise revenues were \$978 million, 33 percent lower compared with the same period last year. Coal revenues declined 34 percent to \$511 million compared with second-quarter 2008 results. Intermodal revenues decreased 31 percent to \$368 million compared with the second quarter of last year.

Railway operating expenses for the quarter were \$1.4 billion, a decrease of 29 percent over the same period of 2008.

The railway operating ratio was 74.8 percent, compared with 71.1 percent during second-quarter 2008. [*Norfolk Southern*]

Norfolk Southern Provides \$100,000 Grant to Penn State Altoona for Railroad Engineering Degree Program

ALTOONA, PA. – The Norfolk Southern Foundation has given \$100,000 to Penn State Altoona to assist in the development of a four-year Rail and Transit Engineering (RTE) degree program. This innovative Bachelor of Science program will include existing Penn State civil engineering courses, coupled with new customized courses in rail business, mechanical systems, track, operations, communications, and regulation. The program is designed to produce graduates who will quickly acclimate to the rail industry and its suppliers.

Penn State Altoona is an ideal site for the new program, given its geographic location to Norfolk Southern’s primary locomotive maintenance facility and the railroad’s main artery between the Chicago and New York markets. Founded as a rail center in 1849 by the Pennsylvania Railroad, Altoona is world-famous for its long history as a leading site for steam and diesel locomotive repair and maintenance, and its landmark of rail engineering, the Horseshoe Curve.

Another component of the Penn State RTE program is the Altoona Railroader’s Memorial Museum, which is dedicated to revealing, interpreting, commemorating and celebrating the significant contributions of railroaders and their families to American life and industry. The museum has close relationship with Norfolk Southern and has offered Penn State program space in a new roundhouse planned for the museum property.

Pending approval by Penn State University’s faculty senate and administration, it is anticipated that classes in the RTE program will begin at Penn State Altoona in the fall of 2010. Norfolk Southern will provide the program with technical support and assistance. [*Edited from Norfolk Southern Corp.*]



PRR, PRSL & LIRR EVENTS IN SEPTEMBER

Sep. 1873 - Harsimus Cove Branch completed.

Sep. 16, 1901 - Pres. McKinley's six-car funeral train travels over PRR from Buffalo to Washington for a lying-in-state at the White House; Pullman 8 section observation lounge *Pacific* fitted with a bier.

Sep. 18, 1906 - Electrified service (600 volt, DC) begins between Camden and Atlantic City via Newfield; includes automatic block signals between Camden and Newfield; electrification designed by George Gibbs of Westinghouse.

Sep. 15, 1911 - New Baltimore Union Station opens; designed by Kenneth M. Murchison; design is similar to his DL&W station at Scranton; exterior of pink Milford granite similar to Penn Station in New York; Bush train shed covers seven tracks; renamed Pennsylvania Station in 1928.

Sep. 30, 1916 - Headquarters of Renovo Division moved from Renovo to Erie.

Sep. 25, 1921 - Mail train No. 11 rear-ends freight inside Gould Tunnel west of Steubenville; engineer of first locomotive and conductor of freight train killed.

Sep. 15, 1926 - Last run of ferry service between Coopers Point, Camden, and Shackamaxon Street, Philadelphia.

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

Sep. 26, 1931 - PRR discontinues electric passenger service between Camden and Atlantic City and removes electrification between Newfield and Pleasantville.

Sep. 18, 1936 - ICC approves abandonment of PRR Pomeroy Branch between Landenberg, Pa. and Thompson, Del. (3.44 miles).

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

Sep. 6, 1943 - Eastbound advance section of *Congressional* derailed at 56 MPH at Frankford Jct. in Philadelphia at 6:06 PM; journal of 7th of 16 cars burns off; 6th-15th cars derailed; 7th and 8th car sliced open in collision with signal bridge; 79 killed.

Sep. 12, 1943 - Fire at Philadelphia's Broad Street Station destroys track and umbrella sheds built in 1923.

Sep. 1945 - Scenes for *Pride of the Marines* with John Garfield shot at 30th Street Station, Philadelphia.

Sep. 25, 1946 - PRR Board authorizes installation of wayside and cab signals between "ARSENAL" and "ZOO" via High Line.

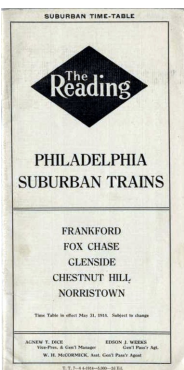
Sep. 1951 - PRR places "automat coach" No. 1709 with 5 vending machines in New York-Washington service for 30-day trial.

Sep. 1, 1956 - PRR announces it is studying possibility of including tracks in proposed Chesapeake Bay Bridge-Tunnel, for which it would pay a user fee; rail line would double cost of project.

Sep. 20, 1962 - PRR announces order of 22 freight locomotives and 800 freight cars.

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

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



TIMETABLE 09-09

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

AT THE RAILROAD MUSEUM OF PENNSYLVANIA

ROUTE 741 EAST, STRASBURG, PA.
WWW.RRMUSEUMPA.ORG

717-687-8628

Tuesday, Feb. 3 through Thursday, December 31, 2009

Energy, Innovation & Impact

Saturday, May 16 through Thursday, December 31, 2009

Trains In Motion Pictures

Saturday, September 26, 2009

Members Day

Friday, October 9 through Sunday, October 11, 2009

Model Railroading Days

Sunday, October 11, 2009

Garden Railways Tour

Saturday, May 16 through Saturday, October 31, 2009

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

Sunday, August 30 through Monday, September 7, 2009

51st Annual Fall Steam Show sponsored by the Williams Grove Historical Steam Engine Association at Steam Engine Hill. Info: <http://wghsea.org> or 717-766-4001.

Saturday, September 5 and Sunday, September 6, 2009

Lackawanna Railfest 2009 at Steamtown National Historic Site in Scranton, Pa. This year's event theme is "The 1940's!" featuring excursions, programs, exhibits and activities. Info: www.nps.gov/steam.

Saturday, September 12 through Sunday, September 20, 2009

Day Out With Thomas on the Strasburg Rail Road. Ride a train pulled by Thomas and meet Sir Topham Hatt. Info: www.strasburgrailroad.com.

Sunday, September 20, 2009

I've Been Working On the Trolley excursion on SEPTA's streetcar routes by the Wilmington Chapter, N.R.H.S. featuring work PCC No. 2174. Info: www.daylightimages.com/streetcar.

Saturday, October 3 and Sunday, October 4, 2009

Behind the Scenes with the Iron Horse - A "nuts and bolts" tour of the Strasburg Rail Road for the serious rail fan ... Go in the shop, in the pits and in the enginehouse to see what it takes to keep this authentic steam railroad working 365 days a year! \$250.00 per person. Registration deadline September 24, 2009. Info: www.strasburgrailroad.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.

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.

Friday, October 16 through Sunday, October 18, 2009

Conrail Historical Society Convention at the Ramada Philadelphia Airport, Essington, Pa. Info: www.thecrhs.org.

Friday, October 23 through Sunday, October 25, 2009

Fall NRHS Board of Director's Meeting in Saint Peters, Missouri hosted by the St. Louis Chapter.

Tuesday, October 27, 2009

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



Riding the Reading....

Reading Company events in September

Sep. 1, 1884 - Ticket agency established at Newberry, Pa.

Sep. 15, 1909 - P&R Board of Directors approves purchasing two Brownhoist ore unloaders for Port Richmond.

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

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

Sep. 8, 1959 - City of Philadelphia begins "Operation Northeast" on Reading's line to Fox Chase.

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

AUGUST, 2009

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Hanover Junction Train Station, Seven Valleys, Pa. on Monday, August 17, 2009. The meeting was called to order at 7:30 p.m. by President Glenn Kendig with 45 members present and 3 guests. Chaplain Doris Geesey read a poem entitled "Serenity" by Leah Hunt.

MINUTES: Glenn Kendig made a motion to approve the July minutes. Peggy Sweigart approved the motion and John Irwin seconded the motion. The July membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Fred Kurtz reported there are 212 basic memberships and 120 family memberships for this year. Fred reminded chapter members that September 1 the new chapter dues go into effect. The dues will be increased by \$2.00 from last year. Fred also announced if anyone has any old membership forms to throw them away. The chapter is having new membership forms printed up and available at the Station. Fred also reported chapter members can still volunteer to work at Hershey Park. There are still dates available for September. The vouchers you receive for working this year are also valid for next season at the park.

CHAPLAIN: Chaplain Doris Geesey announced that she received a thank you card from Ed Mayover for his recent surgery. Doris was asked to pass along a thank you from her husband, Marlyn, to all chapter members for all the cards and prayers during his recent surgery. Doris also announced that Martha Benner's sister passed away last week. If anyone has any information on any chapter members, please pass it along to our Chaplain.

TREASURER: In the absence of Treasurer Toady Kennel, Glenn Kendig gave the Treasurer's Report for July. Glenn announced that the report will be accepted for future audit and that the chapter budget will be reviewed at next month's meeting. At the October membership meeting, chapter members will vote on the budget for the upcoming year.

NATIONAL DIRECTOR'S REPORT: Smoke Shaak reported that a chapter member from Japan came to pick up their charter at the Board Meeting in Minnesota. Smoke also reported that six chapters had their charters revoked. Smoke reported on the 75th Anniversary, Fall 2010 Board Meeting, being hosted by the Lancaster Chapter, NRHS, the Founding Charter Chapter. The dates are Thursday, November 4 to Sunday, November 7, 2010. The meeting will focus on the history and founding of the Lancaster Chapter. Smoke announced the National Convention in Scranton will be in June or July of 2010.

BOARD OF DIRECTOR'S REPORT: Tom McMaster reported that National is looking for an Accountant to serve on their Financial Committee. Tom reported the Reading Technical & Historical Society is running trips using the FP7 engines on Saturday, October 3 and Sunday, October 4, and again the next weekend, Saturday and Sunday, October 10 and 11. Glenn thanked Steve Himpf for all his work on the caboose. Glenn also thanked Ron Irwin for getting the trip to Wellsboro together on such short notice. Glenn appreciated all the work done by Evan Russell, Lou Hauck, and Steve Himpf at clean up day on Saturday, August 1, at the Station. Tom announced that Glenn is still waiting to hear from Amtrak about the fence we need around the caboose for safety reasons. Tom announced the Annual Chapter Banquet for 2010 will tie into the fall 2010 Board Meeting Banquet to be held at the Eden Resort.

TRIPS: Ron Irwin gave an update on the chapter membership trip set for October 4. The trip includes a train ride on the Tioga Central Railroad and a stop at the Country Cupboard restaurant for a meal. Ron announced there are a few seats left. If interested, contact Ron. Dennis Allen also announced that he has received the airline information for the Copper Canyon trip. Dennis also reported that there are seats still available for the Mexican Riviera trip in October.

ANNOUNCEMENTS: Glenn announced that Tom Shenk needs volunteers to help put the newsletter together. Tom announced he is still looking for a kitchen coordinator to run the kitchen. If interested, contact Tom. If anyone has any ideas or knows someone who would like to do a program for the chapter, let Tom know. Doris Geesey suggested having some "Away Meetings" on Sunday so chapter members who don't drive at night could attend. Fred Kurtz reminded chapter members who would like to receive the electronic version of the newsletter to contact him.

NEW BUSINESS: Tom Shenk reported that the chapter is in need of a copier to print the newsletters. Tom did some research and found a refurbished copy machine. Dennis Allen made a motion to purchase said copier for \$1500.00. Tom Shenk seconded the motion. The chapter membership voted unanimously to purchase the copier. Glenn Kendig announced Steve Himpf and Lou Hauck volunteered to serve on the nominating committee. One more volunteer is needed. If anyone is interested in volunteering, contact Glenn.

ADJOURNMENT: The chapter meeting was adjourned at 7:55 p.m. for the program. The program was presented by Michael Stillman on the history of the Hanover Junction Train Station. Glenn Kendig gave a donation to Michael Stillman and Chuck Neal for hosting the Lancaster Chapter.

Respectfully submitted: Donetta M. Eberly - Secretary

THIS MONTH'S BANNER PHOTO

There were two fires at the Pennsylvania Railroad's Broad Street Station in Philadelphia. This photo is the second fire on September 12, 1943. Photo from the Hagley Museum and Library, collection of Ed Mayover.

OPERATION LIFESAVER REMINDS YOU...

Stand back from the platform edge as trains approach.

LANCASTER CHAPTER NRHS ANNUAL BANQUET FRIDAY, NOVEMBER 20, 2009

Join us as we reflect on last year's successes and
look ahead to our goals for this year !

Program Speaker to be Announced

We are back at Revere Tavern. Route 30, Paradise

GPS - 3063 Lincoln Highway, Paradise PA 17563

Social Hour / Family-Style Meal / Door Prizes
6:00 PM Fellowship Social Hour
7:00 PM Family-Style Dinner
Followed by the Program

The banquet cost for 2009 is \$25.00 per person.

**Tickets will be available at the October 19th Chapter Meeting,
Or you may mail this coupon along with a self-addressed stamped envelope.
All ticket orders must be received by November 6th**

Name _____

Address _____

City _____ State _____ Zip _____

of seats _____ @ \$25.00 Each Amount enclosed \$ _____

Make check payable to: LANCASTER CHAPTER NRHS

Mail to: Lancaster Chapter NRHS
 Ridgeway Travel
 798B New Holland Ave
 Lancaster PA 17602-2137

Information:
Tom Shenk
Office – 717-394-7000
Home – 717-560-1186

Lancaster Chapter NRHS Picnic

- When: Sunday, September 20, 2009
Fellowship: Doors Open 3:00 PM
Meal time 4:00 PM
- Where: Christiana Freight Station
- Chapter Will Provide: Barbecue chicken
Drinks
- You Will Need to Bring: Covered dish to share
Place settings
- Cost: No cost to members
Guest \$5.00

Please join us on Sunday, September 20, 2009 - No RSVP is necessary

Questions? Call Tom Shenk (717) 560-1186 or daytime (717) 394-7000

Call for Officers / Board Members

Help! Help! We are looking for Board members for the 2009/2010 NRHS Chapter year. If you are willing to serve on the Board next year, please contact David Stambaugh at (717) 292-1726 or Lew Hauck at (717) 854-0753. We are always looking for new ideas on running the Chapter. One example would be the position of Chapter Secretary, which **only requires a one-year commitment**. The slate of officers will be presented at the September picnic, and voted on at the October meeting. Please contact David Stambaugh, Lew Hauck, Glenn Kendig or any board member.

Board members' phone numbers are listed on the back of the newsletter.

Banquet Order Form on Previous Page

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

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 Barbecue chicken

Chapter will provide – Barbecue chicken
Drinks

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

October 04, Sunday – Tioga Central Railroad, Wellsboro Fall Foliage Bus Trip – 6:30 AM
Very limited space available – Contact Ron Irwin

October 12, Monday – Board Meeting – 7:30 PM – Christiana Freight Station

October 19, Monday – Chapter Meeting – 7:30 PM – Christiana Freight Station – Baldwin Locomotive
History of the Baldwin Locomotive Works
Presentation by Al Giannantonio
Former Baldwin Employee and Past President of the Philadelphia Chapter
A look at the steam and diesel eras up to the closing of Eddystone Plant

November 09, Monday – Board Meeting – 7:30 PM – Ridgeway Travel Office – 1st session of the new board

November 16, Monday – **No Chapter Meeting** – Banquet on Friday, November 20

November 20, Friday – Annual Banquet – 6:00 PM - Back at Revere Tavern - See order form in newsletter.
We are accepting donations for door prizes. Contact Tom Shenk's day number (717) 394-7000.

December 14, Monday – No Board Meeting in December

*More information in the upcoming newsletters for the holiday meeting
and the Light-up Christiana holiday event
Open house at the Christiana Freight Station
Hay rides through Christiana to see the Christmas lights*

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 Annual Picnic of the Lancaster Chapter, NRHS will be held at the Christiana Freight Station, Christiana, Pa. on Sunday, September 20, 2009, starting at 3:00 P.M.

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



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

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

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

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