



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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## MASS GRAVE OF PRR WORKERS FOUND ON MAIN LINE

*Sam Wood, Philadelphia Inquirer Staff Writer with additional material From TRAINS News Wire*

For years, academics suspected the remains of dozens of 19th-century Irish immigrants lay buried alongside the former Pennsylvania Railroad's Main Line tracks in Chester County, Pennsylvania. Now there is little doubt. Their suspicions apparently were confirmed on March 20, 2009 with the discovery of two human skulls and other bones along the line in Malvern, Pa. Their initial find could include bones from as many as four people.

Named Duffy's Cut, the site has been gingerly excavated since 2004 by historians from nearby Immaculata University, uncovering thousands of artifacts including pots, buttons, and smoking pipes. "We're overjoyed," said William Watson, a professor at Immaculata University, who has headed the search. "We are near the end of our quest."

The site is named after Philip Duffy, a fellow immigrant who hired 57 Irish laborers in 1832 to help build the Philadelphia and Columbia Railroad, a predecessor of the Pennsylvania Railroad, as it pushed westward from Philadelphia. The Philadelphia and Columbia Railroad began as a horse-powered railroad, switching to steam locomotion in early years. Though PRR relocated the line in many places, the route remains an important rail link as part of Amtrak's Harrisburg Line. In addition to Amtrak's Harrisburg-Philadelphia-New York Keystone Service trains, the line also sees Southeastern Pennsylvania Transportation Authority R5 line commuter trains.

Soon after beginning work on the rail line most of the men, long the subject of legends and ghost stories, began to drop dead of cholera. Cholera is an intestinal disease that killed 40 to 60 percent of those infected at the time. Researchers think some of the victims may have been killed in acts of violence, as residents feared they would spread the disease. Several are believed to have been killed by vigilante groups at a time when anti-Irish sentiment was strong. It's still not known for certain why the bodies were buried anonymously in an unmarked ditch. "It's one of those stories that really does tug at the heartstrings," Watson said.

Watson has already been able to tentatively identify one of the victims. "We believe one of the skulls belonged to an 18-year-old from Donegal, and his name is John Ruddy," Watson said. "But ultimately, that will be determined by the coroner."

Watson's search for the remains began in 2003 after he discovered a file of papers belonging to his grandfather that mentioned the unmarked grave. Watson's grandfather had been an executive with the Pennsylvania Railroad. The file described a wooded area near a road intersection in Whiteland, near Malvern. It also described sightings of the men's ghosts, including claims that three ghosts were seen dancing on their own graves.

"I didn't know it [the file] existed until long after he died," Watson said. "The railroad tried to keep the deaths secret, and others tried to keep it out of the public eye." The file had been in a railroad vault until 1970.

The papers gave no exact location for the burial site. "It said they were buried in the field, but it's 300-feet long, and very rough terrain," Watson said. "They could have been buried anywhere." So Watson assembled an archeological team and under the sponsorship of the local Emerald Society set up a dig.

"We made some major progress in 2005 when we found an old pipe carved with an Erin Go Bragh flag and other things marked 'Derry,'" Watson said.

"What we've lacked up till now is the science," Watson said, referring to the machinery necessary to efficiently search beneath the soil level. The "science" was provided this year by Tim Bechtel of the University of Pennsylvania Geosciences department. Using ground penetrating radar and other devices, Bechtel was able to pinpoint the first of the human remains at the site.



# The Power Director

By  
Ed Mayover



## ARRA-Funded Amtrak Station Work Under Way at Elizabethtown, Pa.

On August 25<sup>th</sup>, U.S. Transportation Secretary Ray LaHood and Sen. Arlen Specter (D-Pa.) helped break ground for major renovations to Amtrak's Elizabethtown, Pa., station (See photo above). The project is funded by a \$9.3 million American Recovery and Reinvestment Act (ARRA) grant. Proceeds will be used to renovate the station building, reconstruct and triple the size of each platform, and complete other upgrades. Lobar Inc. will serve as the general contractor.

During the past five years, ridership at the Keystone Corridor station has increased more than 93 percent. The facility now serves more than 80,000 passengers.

To date, the U.S. Department of Transportation has obligated more than \$25 billion in ARRA funds nationwide for more than 7,700 projects. Pennsylvania has obligated \$1.1 billion to fund more than 272 approved transportation projects. [Progressive Railroading]

## Keystone Corridor Update

Amtrak is working on both short and long-range improvements on its Keystone Corridor to Harrisburg, supplementing the work carried out in Phase I over that past several years. In addition to the announced plans for new interlockings to replace **Overbrook**, **Bryn Mawr and Paoli**, Amtrak has built a new interlocking at **New Park**, near milepost 45 east of Atglen, and plans another interlocking east of Downingtown to replace the existing **Downs**.

When activated, **New Park** (alternate name **Atglen**) will replace the present **Park**, which is used only in emergencies. New track with concrete ties is in place between Philadelphia and Paoli and between Parkesburg and Lancaster, with welded rail on wood ties in service west of Lancaster.

Another new interlocking has been constructed at **Rheems**, between Mount Joy and Elizabethtown, and a new bi-directional (Rule 261) signal system is in service between Lancaster and Harrisburg. Crews are currently working on extending the Rule 261 cab-signal-only system eastward to **New Park**. When the entire project is completed, all of the 102-mile corridor will be reverse signaled. (There is even a plan to replace the present hand-operated crossovers at **Leaman**, near Paradise, with powered switches.)

When the new central dispatching center (CETC) is opened, the six manned towers on the line will be closed as soon as signal replacement work is completed in the field. [Philadelphia Chapter, CINDERS]

## Amtrak, TSA Conduct Northeast Corridor Security Exercise

On September 9th, law enforcement officers from Amtrak, the Transportation Security Administration (TSA) and more than 100 federal, state, local, railroad and transit police agencies

patrolled 150 stations in the Northeast Corridor as part of an expanded counter-terrorism and incident response exercise.

During an Operation ALERTS (Allied Law Enforcement for Rail and Transit Security) event, officers heighten station patrols, increase security presence onboard trains, and perform explosives detection canine sweeps and random passenger bag inspections at unannounced locations. The exercise involved stations in 13 states and Washington, D.C.

"Operation ALERTS will enhance the readiness and communication capabilities of hundreds of police and security officials stationed in some of the heaviest rail passenger areas along the Northeast Corridor," said Amtrak Police Chief John O'Connor in a prepared statement.

Amtrak and TSA plan to conduct similar ALERTS exercises along the Northeast Corridor and in other parts of the U.S. rail system. The parties will review the exercise to help evaluate effective tactics for preventing and responding to threats or incidents within the rail system. [Progressive Railroading]

## Amtrak Virginia Presents New Northeast Regional Service

Beginning October 1, Amtrak Virginia expands daily round-trip *Northeast Regional* service between Lynchburg, Washington, D.C. and points north along the Northeast Corridor with tickets now available for purchase at a reduced rate.

The new passenger rail service — originating in Lynchburg for the first time — has Virginia stops in Charlottesville, Culpeper, Manassas and Alexandria, including Virginia Railway Express connections at Burke Center and L'Enfant Plaza. In fact, a passenger can now travel directly from Lynchburg to destinations as far north as Boston and never have to change trains.

The new service is sponsored by the Commonwealth of Virginia as part of a three-year pilot program designed to provide more transportation options for Virginians. The pilot program also includes new service between Richmond and the Northeast Corridor, slated to begin in December 2009.

Passengers who book travel on Amtrak's *Northeast Regional* service now through December 16 may take advantage of a fare promotion which offers up to 25 percent off the lowest published coach fare on *Northeast Regional* service between Lynchburg, Washington, D.C., New York and Boston. Sample one-way fares include \$66 between Lynchburg and New York and \$71 between Lynchburg and Boston. Reservations are required for travel and must be made at least 14 days in advance of travel. Some restrictions apply. Tickets can be purchased at Amtrak.com or by calling 1-800-USA-RAIL. [Edited from Amtrak]

## "Great Dome" Car Returning to Adirondack Service During Fall Foliage Season in New York State

Passengers riding Amtrak's *Adirondack* train will once again

have the unique opportunity to experience the spectacular view of New York State's fall foliage season when the historic "Great Dome" rail car makes a special six-week return appearance from October 1 through November 10. With its partners the New York State Department of Transportation (NYSDOT) and the National Park Service Trails & Rails program, Amtrak worked cooperatively to bring its only dome car back to upstate New York. The car features an upper level with windows on all sides as well as overhead to provide passengers with panoramic views of the changing colors of the trees and of Lake Champlain as the train travels from Albany and across the Canadian border into Montreal.

"The "Great Dome" car is a favorite among our passengers and a unique way to witness the changing of the seasons that should not be missed," said Mike DeCataldo, Amtrak's General Superintendent, Northeast Division, noting that the refurbished vintage car dates back to 1955 and has a dome section that runs the full length of the car, a rare feature, even when dome cars were more numerous on the nation's railroads.

The car will operate northbound from Albany to Montreal on Thursdays, Saturdays and Mondays. It returns south from Montreal on Fridays, Sundays, and Tuesdays. No dome car trips are made on Wednesdays. All passengers traveling on the Albany-Montreal segment of the route are welcome to enter the dome car to enjoy the view. Seats in the dome car are not reserved and are available on a first-come, first-served basis.

Passengers can also take advantage of the I Love NY 20% discount off the regular (full) adult rail fare. The offer is valid for sale through November 23, 2009. Advance reservations are required. In addition, up to two children ages 2-15 may accompany each adult at half the discounted rail fare. Please refer to discount code V122 when making reservations online at Amtrak.com or by calling 1-800-USA-RAIL.

Operated with funding support from the State of New York, the *Adirondack* remains a popular route carrying over 112,000 passengers during FY 08, representing an 11 percent increase in ridership over the prior year.

#### ***About the "Great Dome" Car***

The only remaining dome car in Amtrak service, car number 10031, which is a Great Dome car previously used on the Chicago-Seattle *Empire Builder* when the train was operated by the Great Northern Railway and the Chicago Burlington & Quincy Railroad (later the Burlington Northern Railroad).

It was built in 1955 by the Budd Company for the Great Northern and carried the name "Ocean View," car number 1391. It was conveyed to Amtrak in 1971, with this car first being given the number 9361. It was renovated in 1985, renumbered 9300, and used in daily service on the Amtrak *Auto Train* to and from the Washington, D.C., and Orlando, Fla., areas through 1994.

It was further refurbished in 1999, renumbered to 10031, and has been used in various Amtrak services including the *Pacific Surfliners* (formerly *San Diegans*) and other charters and excursions. [Amtrak]

#### **Penn Station Plan Gets New Life In Amtrak Deal**

Amtrak announced a deal that could see Penn Station's annex

moved into the James A. Farley Post Office building, the *New York Times* has reported. Amtrak had earlier backed out of a deal that would have seen the annex move, and yesterday's agreement breathes new life into it.

First proposed 15 years ago, the Moynihan Station would see Amtrak relocate its services into the old post office, something it has generally opposed due to cost. The proposal would expand Penn Station's capacity and create an attractive new entrance to the station, which is now located beneath the Madison Square Garden arena. The plan aims to recapture the majestic original Penn Station, which was demolished in 1963.

Sen. Charles Schumer and New York Gov. David Paterson, both backers of the Moynihan project, said they negotiated the successful compact with Amtrak's new CEO, Joseph Boardman. They said he's been "far more helpful" than his predecessor, who'd opposed the project.

Details are still being worked out, but it appears Amtrak relented after the government agreed to share revenue from retail outlets that would locate in the expanded station and make some design changes. The Moynihan project is expected to cost \$1.1-\$1.5 billion. [TRAINS News Wire]



#### **CSX Breaks Ground On National Gateway Yard in Ohio**

NORTH BALTIMORE, Ohio - CSX has broken ground on a \$175 million container-sorting yard 40 miles south of Toledo as part of its National Gateway project, the *Toledo Blade* has reported. At the site, the railroad will classify intermodal shipments by destination.

The yard is key to expediting interchange from western railroads in the Chicago region. Now, much of that traffic arrives over a western line, is trucked across town to a CSX terminal, and is reloaded onto a flatcar. This enables the cars to be sorted based on where they're loaded onto trains, but it's inefficient. The primary job of workers at North Baltimore will be to classify those cars for routing to East Coast destinations.

In addition to the sorting, the yard will serve as an intermodal transfer point between rail and truck.

The Heartland Corridor aims to improve the flow of intermodal traffic between East Coast and Midwest points. It includes a series of new intermodal terminals, plus higher clearances to allow for double-stack container trains. [TRAINS News Wire]



#### **Meet The Thoroughbred**

While NS' corporate symbol appears on everything from business cards to advertisements to locomotives, the Thoroughbred that has come to represent speed, reliability and worthy bloodlines around the world has actually been several horses over the years.



The first, David, lived in New Jersey. When introduced in 1982, not long after the consolidation that created Norfolk Southern, he was shown in an advertisement titled "From

the Championship Heritage of Two Great Railways Comes Norfolk Southern Corporation: The Thoroughbred."

A year later, he was depicted as a youngster racing alongside his noble parents. In another ad, he was grown up - bridled and carrying a jockey. But soon the bridle came off and he was running free, fast and riderless.

Early promotional films and videos featured another horse, Citizen X, from Ocala, Fla. In preparation for going before the camera, Citizen X patiently endured the application of black shoe polish over small white patches on his face and legs.

In the mid-1980s, David and Citizen X were followed by Topper. Topper, now retired in Southern California, has been photographed so often that NS has hundreds of images of him on file and still uses them today. Topper never seemed to mind rearing up on his back legs, but he was sometimes reluctant to run before the cameras. When a tasty treat could not convince him to budge, the strategic placement of his girlfriend, Skipper, a few hundred feet away rarely failed to motivate him.

In recent years, NS has been represented on TV by an animated Thoroughbred that "morphs" into products the railroad ships, such as coal, steel and grain. This horse nearly had his celluloid career cut short when, in the middle of the night, rats in the Portland, Ore., studio ate the corn that was being used to fashion his grain version.

The Norfolk Southern Thoroughbred has been portrayed in virtually every conceivable location: in the ocean surf, in the forest, on a mountaintop, in an icy stream, in tall grass, on a giant pile of coal, on the farm, in the desert and in a bayou, in lands as far away as Alaska.

But perhaps the oddest use of the Thoroughbred symbol occurred in the early 1990s, when NS issued a colorful Picasso-style rendition of him on t-shirts. More recently, the company's souvenir catalog has offered the stuffed "Lil' Thoroughbred" and the bean bag "Thoroughbred Baby" for children.

A curious myth has grown up over the years about the Thoroughbred. Some people believe that company policy dictates that he only run to the right. Not true. While the Thoroughbred always faces right in NS' printed logo, in photographs and illustrations he's allowed to run in whatever direction need and reason take him.

Just like the new Norfolk Southern that he represents.

*Whenever and wherever it's used,  
Norfolk Southern's logo says quality...*



Like the Thoroughbred, the NS logo is synonymous with safety and service. The five speedlines merging into the slanted NS initials with the words "Norfolk Southern" beside or below the initials, sometimes with and sometimes without the Thoroughbred, constitute our corporate signature.

The NS logo was created in 1982 to represent the company after its name was selected from among 200 contenders. An interesting note about the logo is that the typeface was designed solely for NS use - it doesn't exist anywhere except within the logo itself.

*[Norfolk Southern Corp.]*



**Metro-North To Prepare  
Environmental Assessment Of New  
Penn Station Services**

MTA Metro-North Railroad plans to streamline an environmental study to analyze options for providing direct train service from the New Haven and Hudson lines via the east Bronx and Manhattan's west side into New York City's Penn Station.

The agency began an environmental review a decade ago with the intent of developing a draft environmental impact statement (EIS) for a preferred alternative route. At the time, Metro-North narrowed an initial list of 22 service alternatives to four "build" alternatives — two each involving Hudson Line and Haven Line service to Penn Station.

After consulting with the Federal Transit Administration, Metro-North has decided to pursue the Hudson and New Haven line alternatives as one proposed build alternative. The proposal would include Hudson Line Service to Penn Station during all time periods via Amtrak's Empire Connection and the construction of two new stations on Manhattan's west side; and New Haven Line Service to Penn Station during all time periods via the Hell Gate Line and the construction of three new stations in east Bronx.

Metro-North now will prepare an environmental assessment — which is expected to be completed in 2011 — rather than an EIS. The agency will incorporate data now being gathered about optimal long-range uses of Penn Station by station owner Amtrak, MTA Long Island Rail Road and New Jersey Transit.



**First Contract Awarded For  
Pennsauken Transit Center**

On September 15<sup>th</sup>, NJ Transit's board awarded the first contract for construction of the Pennsauken Transit Center, which will link two South Jersey rail lines - the Atlantic City line and the River Line. The \$40 million center will be built in two phases on vacant land on Drouse Avenue, where the Atlantic City line passes over the River Line. It is scheduled to open by late 2012.

The \$2.08 million contract covers River Line elements of the project, including a 200-foot platform with a 60-foot canopy. The contract was awarded to Northeast Remsco Coast Inc. of Farmingdale, N.J., and Arora & Associates of Lawrenceville, N.J. Work is to begin this fall.

The second phase of the project will be two 300-foot-long, high-level platforms on each side of the Atlantic City line tracks. Stairs and two elevators will provide access. The second phase also includes a 280-space parking lot, ticket vending machines, passenger communication equipment, and resurfacing, curbing, and lighting improvements to Drouse Avenue. *[Paul Nussbaum - Philadelphia Inquirer]*



**L. B. Foster Lands SEPTA Yard Track Renewal  
Project**

Pittsburgh-based L.B. Foster Co. has been awarded a \$3.9 million contract for the Southeastern Pennsylvania Transportation Authority (SEPTA)

Fern Rock Yard Track Renewal Project. SEPTA is proceeding with the project through the use of federal stimulus funding from the American Recovery and Reinvestment Act of 2009 (ARRA). The company says New York-based contractor Railworks Track Systems, Inc. is replacing track and contact rail installations dating from 1928 in Fern Rock Yard, using a "wide range of transit products sourced from L.B. Foster." L.B. Foster has begun delivery of new rail, trackwork turnouts, contact rail, coverboards, insulator assemblies, and bonded insulated joints to SEPTA yards in Philadelphia. [*Railway Age Rail Group News*]



### Lancaster County, Pa., Officials Approve Streetcar Study

Lancaster County commissioners have approved a \$20,000 feasibility study for streetcar operations in Lancaster, Pa., with conditions mandating an analysis of technical and financial practicality. The conditional approval was welcomed by Lancaster Mayor Richard Gray, a prime advocate of the proposed two-mile line. Approval of the study does not mean approval of the project, several commissioners noted, insisting that the economic impact analysis and the engineering study will show if a streetcar system would be sustainable without reliance on taxpayer dollars. Doubts also were raised about the availability of independent consultants in the U.S. capable of providing "independent analysis," but Mayor Gray expressed confidence such expertise was available.

Debate over the exact route also has ensued, though one constant so far is a link to Amtrak's Lancaster Station on the Philadelphia-Harrisburg Keystone Corridor.

The project has been advanced during the past two years by the non-profit Lancaster Alliance, which includes at least 15 of the city's largest businesses. [*Railway Age Rail Group News*]



### PRR, PRSL & LIRR EVENTS IN OCTOBER

**Oct. 11, 1870** - Residents of Athensville, Pa., (Ardmore) petition for improved station facilities; leads to construction of first large suburban depot by PRR.

**Oct. 1875** - PRR sells its unused 13th & Market freight station in Philadelphia to John Wanamaker for \$505,000.

**Oct. 1, 1880** - Greenwood station renamed Elwyn on the West Chester & Philadelphia.

**Oct. 21, 1900** - LIRR Pres. William H. Baldwin announces that PRR will build East River tunnels on one or more of three routes to bring LIRR into Manhattan.

**Oct. 28, 1906** - Three-car electric train No. 1065 from Camden to Atlantic City derails on Thorofare Bridge just west of Atlantic City and falls into water at 2:25 PM; first two cars instantly submerged; third is left hanging partially submerged from abutment; 57 killed; coroners jury blames improper locking of draw span rails.

**Oct. 1911** - Alco builds experimental Class HH1 2-8-8-2 simple articulated locomotive; first articulated locomotive on PRR and first U.S. single-expansion articulated.

**Oct. 12, 1916** - New Johnstown, Pa., station dedicated; designed by Kenneth Murchison; westbound shelter not yet completed; project also includes track elevation for six miles through Johnstown area.

**Oct. 13, 1921** - PRR Board authorizes purchase of two steel ferries for Philadelphia-Camden service and construction of an additional slip on each side of Delaware River.

**Oct. 3, 1926** - St. Louis Cardinals leave New York on special section of The American to St. Louis for 3rd-5th games of World's Series; a total of six sections operated, including the Sportsters Special for sports writers; team is rushed direct to Penn Station by motorcade; New York Yankees travel by New York Central System.

**Oct. 1931** - New telephone dial exchange installed at Penn Station, New York serving station, Sunnyside Yard, and other uptown facilities, replacing three manual switchboards.

**Oct. 22, 1936** - New interlocking placed in service at "BALDWIN" Tower near Eddystone, Pa.

**Oct. 9, 1941** - PRR receives its second off-the-shelf diesel locomotive, 1,000 HP EMD Model NW2, No. 3909 (PRR Class AA6); is assigned to Linden, N.J., yard, which serves a General Motors plant.

**Oct. 26, 1946** - Electric Railroaders Association holds fan trip over PRR from Exchange Place, visiting Harsimus Cove, Meadows Shops and South Amboy; runs south to Jamesburg and returns to Penn Station via Monmouth Jct.

**Oct. 14, 1951** - LIRR announces it has placed in service four 2,400 HP Fairbanks-Morse "C-Liner" passenger diesels; eight 1,600 diesels are to be in service by end of month, replacing last steam locomotives in passenger service; last four leased PRR K4s's returned in Oct.

**Oct. 27, 1956** - Checked baggage service discontinued on PRSL to Ocean City, Wildwood and Cape May.

**Oct. 28, 1961** - Last run of Philadelphia-Atlantic City Sea Breeze; last named train on this run.

**Oct. 20, 1966** - Test run of four Dept. of Commerce test cars between Washington and Odenton for government officials and news media; maximum speed only 80 MPH.

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



## TIMETABLE 10-09

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

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Saturday, May 16 through Saturday,  
October 31, 2009

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

Jersey Central

**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.strasburgrrailroad.com](http://www.strasburgrrailroad.com).

**Saturday, October 3 & 10 and Sunday, October 4 & 11, 2009**

**Perkiomen Branch Excursions** powered by restored Reading Company FP7 Nos. 902 and 903 to Pennsburg, Emmaus and Dillinger Tunnel. Info: [www.readingrailroad.org](http://www.readingrailroad.org).

**Sunday, October 4, 2009**

**Annual Train Meet** by the Reading Company Technical & Historical Society at the Leesport Farmers Market in Leesport, Pa. Info: [www.readingrailroad.com](http://www.readingrailroad.com).

**Sunday, October 4, 11, 18 & 25, 2009**

**Excursion from Scranton to Tobyhanna, Pa.** and return by Steamtown National Historic Site. Info: [www.nps.gov/stea](http://www.nps.gov/stea).

**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, Essington, Pa. Info: [www.thecrhs.org](http://www.thecrhs.org).

**Saturday, October 17, 2009**

**Excursion from Scranton to East Stroudsburg, Pa.** and return by Steamtown National Historic Site. Info: [www.nps.gov/stea](http://www.nps.gov/stea)

**Friday, October 23 through Sunday, October 25, 2009**

**Fall NRHS Board of Directors' Meeting** at the Holiday Inn Saint Peters in Saint Peters, Missouri - hosted by the St. Louis Chapter.

**Saturday, October 24, 2009**

**Fall Foliage Train Ride** over the Nittany & Bald Eagle Railroad by the Bellefonte Historical Railroad Society to Pleasant Gap and Tyrone, Pa. Info: <http://Bellefontetrain.com>.

**Saturday, October 24, 2009**

**Excursion from Scranton to Moscow, Pa.** and return by Steamtown National Historic Site. Info: [www.nps.gov/stea](http://www.nps.gov/stea).

**Saturday, October 24 and Sunday, October 25, 2009**

**Iron Horse Festival** celebrates the 50<sup>th</sup> anniversary of the Reading's "Iron Horse Rambles" at the Reading Railroad Heritage Museum in Hamburg, Pa. Info: [www.readingrailroad.org](http://www.readingrailroad.org).

**Monday, October 26, 2009**

**Photo Freight on the Western Maryland Scenic Railroad** featuring 2-8-0 No. 734. Numerous photo stops including Helmstetter's Curve. All proceeds benefit the

John Helmstetter Farm Fund to help John recover from the fire that destroyed his barn and animals. Info: [www.helmstetterfarm.org](http://www.helmstetterfarm.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>.

**Saturday, November 7, 2009**

**Sentimental Journey Slide Show** by Lackawanna & Wyoming Valley Chapter, NRHS. 10-5 at the Italian American Citizens Club, Oak Street, Pittston Twp., Pa. Tickets \$20 advance order only - includes admission, lunch, dessert, soft drinks and door prize entry. Check or money order to Ed Philbin, 36 East Cole St., Pittston, Pa. 18640 before October 25. Info: Ed Philbin at [edlvrr@gmail.com](mailto:edlvrr@gmail.com) or 570-954-7981.

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**ROUTE 741 EAST, STRASBURG, PA.**  
[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)

717-687-8628

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**Through Thursday, December 31, 2009**

**Energy, Innovation & Impact**

**Through Thursday, December 31, 2009**

**Trains In Motion Pictures**

**Through Thursday, December 31, 2009**

**Railroads and the American Industrial Landscape; Ted Rose Paintings and Photographs**

**Friday, October 9 through Sunday, October 11, 2009**

**Model Railroading Days**

**Sunday, October 11, 2009**

**Garden Railways Tour**

**Saturday, November 7 and Sunday, November 8, 2009**

**Trains & Troops**

**Saturday, November 7, 2009**

**Taking The Swing Train 1940s Dance**

**Sunday, November 29, 2009**

**Spirit Of Giving Day**

**Saturday, December 5 and Saturday, December 12, 2009**

**Home For The Holidays and Polar Express Parties**

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**Riding the Reading....**  
*Reading Company events in October*

**Oct. 14, 1909** - Philadelphia & Reading barge *Shenandoah* destroyed in collision with steamship *Powhatan*.

**Oct. 20, 1909** - P&R Board of Directors approves contracts for a new bridge at Russell Street in Saint Clair.

**Oct. 29, 1926** - Reading and B&O open joint produce terminal at Delaware & Snyder Avenues in South Philadelphia.

**Oct. 22, 1964** - Reading agrees to end attempt to discontinue



Philadelphia-Jersey City passenger service in return for 33% fare increase and state subsidy.

**SEPTEMBER, 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 Sunday, September 20, 2009. The meeting was called to order at 3:30 p.m. by President Glenn Kendig with 59 members and 5 guests present. President Kendig led those assembled in the Pledge of Allegiance. The membership meeting was held prior to the Annual Chapter Picnic.

**MINUTES:** Glenn Kendig made a motion to approve the August minutes. Evan Russell approved the motion and Linda Himpsl seconded the motion. The August membership minutes were approved as printed in the *Lancaster Dispatcher*.

**MEMBERSHIP:** In First Vice-President Fred Kurtz' absence, Glenn Kendig asked if any guests were present at the chapter meeting. There was no acknowledgement from the group. However, according to the sign-in book, there were five guests attending the meeting.

**TREASURER:** In the absence of Treasurer Toady Kennel, Glenn Kendig gave the Treasurer's Report for August. Glenn also announced that the Chapter Budget will be voted on at the October membership meeting. Glenn announced copies of the budget will be handed out to chapter members and reviewed for approval by the membership. The report will be accepted for future audit.

**NATIONAL DIRECTOR'S REPORT:** Smoke Shaak reported that next years' N.R.H.S. National Convention will be held in Scranton. The Convention is hosted by the Lackawanna and Wyoming Valley Chapter, NRHS. The Convention dates are June 22-26, 2010.

**TRIPS:** Glenn Kendig announced that the tickets were mailed for the chapter fundraiser trip on the Tioga Central Railroad on Sunday, October 4<sup>th</sup>. Glenn also announced an informational trip meeting on Sunday, September 28<sup>th</sup> at 2:00 p.m. at the Christiana Freight Station for members who are going on the Mexico trip in October.

**ANNOUNCEMENTS:** Glenn Kendig announced Elections of the Officers for 2010 will be held at next month's membership meeting. Glenn announced that David Stambaugh, Lou Hauck and Steve Himpsl have volunteered for the Nominating Committee. Glenn also reminded the membership that Tom Shenk is still looking for a volunteer to run the kitchen and also volunteers to help put the newsletter together. Glenn thanked Lou Hauck for his hard work helping to stain the deck at the Station. Steve Himpsl announced some local Lancaster railroad news: NS locomotive No. 3075, a GP40-2, is attached to Slug Unit 702 (RP-E4C), which is getting its power from the G40-2. The engine has been running on the Lititz Branch. Marlyn Geesey thanked the chapter for the planter, cards, and prayers he received during his recent surgery. Tom McMaster announced that in last month's Train Collectors Association newsletter, there was a picture of Glenn Kendig presenting a donation to Charles

Hirschmann for hosting the chapter at the National Toy Train Museum in May.

**CHAPLAIN:** Chaplain Doris Geesey announced that Toady Kennel retired in August. Doris also announced Candi Dirian's husband Dean, and Elizabeth and Graham's father, was deployed in mid-August. He will be deployed until Spring of 2010. Doris gave the chapter prayer before the picnic meal.

**ADJOURNMENT:** The chapter meeting was adjourned at 3:45 p.m. for the chapter picnic. Glenn announced there would be a group picture after the meal.

*Respectfully submitted: Donetta M. Eberly - Secretary*



**LESS THAN CARLOAD**  
**SHIPMENTS**

LOCAL AND NATIONAL NEWS



**Railroad Museum of**  
**Pennsylvania Plans**  
**To Restore**  
**Pennsylvania**  
**Railroad E6**

STRASBURG, Pa. — The Railroad Museum of Pennsylvania is raising money to restore its Pennsylvania Railroad E6 Atlantic in a special matching funds campaign with the Pennsylvania Railroad Technical & Historical Society. The society has agreed to match up to \$50,000, funds raised for No. 460, known as the Lindbergh Engine, now through March 15, 2010.

Although the non-profit Friends of the Railroad Museum of Pennsylvania organization has already raised nearly \$50,000, the restoration is estimated to cost around \$310,000.

Built in 1914 at the Pennsylvania Railroad's Juniata, Pa., Shops, No. 460 is also the sole survivor of the fleet of 83 4-4-2s in its class. The engine powered distinguished trains such as the Broadway Limited, and spent most of World War II working on the Pennsylvania Railroad's Atlantic Division before retirement in 1955.

Its most notable run took place June 11, 1927, the day U.S. President Calvin Coolidge made aviator Charles A. Lindbergh a colonel during a presidential medal of honor ceremony, following Lindbergh's non-stop solo flight from Long Island to Paris. Several newsreel companies filmed the ceremony on the steps of the U.S. Capitol in Washington, D.C. One newsreel company put its film on an airplane for New York to be processed and rushed to theaters. The International News Reel Co. sent its footage on a train with No. 460 on the point, complete with a special B60 baggage car outfitted with a darkroom.

While the film was being processed on board the train, No. 460 covered the 216 miles to Manhattan Transfer in an amazing 174 minutes. At one point, while crossing New Jersey, its speed exceeded 115 mph. Although the airplane landed before the train arrived, the International News Reel Co.'s film was ready for

theaters when it reached New York. Ever since, No. 460 has been known as the Lindbergh Engine.

Restoration will include lead paint removal, repair of rust damage to the cab and tender, and installation of piping, jacketing and running gear.

Work starts in November and is estimated to take 6,500 man-hours, and volunteers are needed. Donation may be made on line on the museum's Web site at [www.rrmuseumpa.org](http://www.rrmuseumpa.org). Contributions also may be forwarded to the Railroad Museum of Pennsylvania's advancement office, P.O. Box 125, Strasburg, PA 17579.

[TRAINS News Wire]



GE  
Transportation

### Locomotive Production To Plummet In 2010, GE Says

Next year will be a bleak one for freight locomotive builders, according to GE Transportation.

The company expects locomotive production at its Erie, Pa., manufacturing plant to drop about 44 percent this year to 485 units, then fall another 50 percent or more in 2010 as the builder primarily works off its order backlog, GE Transportation officials recently told *Dow Jones Newswire*.

"There are no [U.S.] customers who are actively purchasing right now," said GE Transportation President and Chief Executive Officer Lorenzo Simonelli. "North America, from the standpoint of purchasing locomotives, is not moving."

Several Class Is have begun to bring stored locomotives back into service. Although that's a positive trend, it won't impact new orders until no locomotives are in storage, said Simonelli.

In addition, freight volumes "going from negative 20 percent to negative 16 percent don't do much for a manufacturer," he said.

Despite the near-term economic environment, GE Transportation is optimistic about the long-term transportation sector and rail industry because of global transportation infrastructure needs and rail's standing as one of the most fuel-efficient modes, said Simonelli. [Progressive Railroading]



### NTSB Addresses Concerns About Audio-Frequency Track Circuit Failures

The National Transportation Safety Board (NTSB) issued nine safety recommendations — six marked urgent — to address concerns about the safety of train control systems featuring audio-frequency track circuits. The recommendations are the result of an ongoing investigation into the collision of two Washington Metropolitan Area Transit Authority (WMATA) Red Line trains in Washington, D.C., on June 22.

The NTSB so far has determined that a failure occurred when a "spurious signal" generated by a track circuit module transmitter "mimicked" a valid signal and bypassed the rails via an unintended signal path, according to a statement issued by the NTSB. A modular receiver sensed the spurious signal, causing a train to be undetected when it stopped in the track circuit where the accident occurred.

The NTSB has recommended that WMATA and track circuit module supplier Alstom Signaling Inc. examine the track circuits and work together to "eliminate adverse conditions that could affect the safe performance of these systems." The NTSB also called on WMATA to develop a program aimed at periodically

determining that electronic components in its train control systems are performing within design tolerances.

The NTSB recommends that the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA) advise all transit agencies and railroads that use such circuits in their train control systems about the preliminary findings in the WMATA accident investigation.

The board also recommends that the FTA and FRA require agencies and railroads to examine their track circuits and work with their signal equipment suppliers to eliminate conditions that "could affect the safe performance of these systems," and develop programs aimed at periodically ensuring that electronic components in train control systems are performing within design tolerances.

"Our findings so far indicate a pressing need to issue these recommendations to immediately address safety glitches we have found that could lead to another tragic accident on WMATA or another transit or rail system," said NTSB Chairman Deborah Hersman. [Progressive Railroading]



### FRA Grants \$28 Million For Pittsburgh Maglev Effort

The Federal Railroad Administration has awarded \$28 million for continued planning of a proposed maglev operating linking downtown Pittsburgh with the city's international airport. The proposal has survived for nearly 30 years, with previous federal grants totaling \$22 million helping to keep it alive.

Backers of the project envision a maglev link between Pittsburgh and Philadelphia at speeds topping 250 mph, and say maglev is ideally suited to overcome the hilly terrain along much of that route. Area backers also seek to establish Pittsburgh as a maglev manufacturing hub.

FRA's \$28 million grant will be awarded formally to the Pennsylvania Department of Transportation, which will direct the funds to the project's longtime backer, McKeesport, Pa.-based Maglev Inc.

"We're excited about it," said Maglev President and CEO Fred Gurney. "Maglev can climb grades of 10% easily. It can negotiate the terrain of Western Pennsylvania easily." [Railway Age Rail Group News]



### OPERATION LIFESAVER REMINDS YOU...

Racing a train to a highway-rail intersection is a fool's game. If you lose, you may never have a second chance.

### **BON VOYAGE!**

The Lancaster Chapter, N.R.H.S. Board of Directors wishes a safe and enjoyable trip to all chapter members and friends traveling with the Lancaster Chapter to the Mexican Riviera and Sea of Cortez. Have fun and be safe **but DON'T DRINK THE WATER!!!**

**Happy Halloween! Beware of Ghosts and Goblins on the tracks!!!**

# LANCASTER CHAPTER NRHS ANNUAL BANQUET FRIDAY, NOVEMBER 20, 2009

Program Speaker – Dennis P. McIlroy

Dennis McIlroy is author of “*The Horseshoe Curve: Sabotage and Subversion in the Railroad City*”. The book tells the true story of the Nazi plot to destroy the Horseshoe Curve rail site near Altoona in World War II. The book is also about the FBI’s arrest of suspected Nazi sympathizers during the war, including 225 people in Altoona. The book also describes founding the Pennsylvania Railroad and building the Horseshoe Curve. – See banquet order form on previous page.

## 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.

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

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

## Speaker Announced for Banquet Dennis P. McInay

Dennis McInay is author of "*The Horseshoe Curve: Sabotage and Subversion in the Railroad City*". The book tells the true story of the Nazi plot to destroy the Horseshoe Curve rail site near Altoona in World War II. The book is also about the FBI's arrest of suspected Nazi sympathizers during the war, including 225 people in Altoona. The book also describes founding the Pennsylvania Railroad and building the Horseshoe Curve. – See banquet order form on previous page.

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### CHRISTMAS HOLIDAY OPEN HOUSE WEEKEND

*Christiana Freight Station, December 19 - 20 - 21, 2009*

Lancaster Chapter NRHS will have a Sales Table for the Open House Weekend. The NRHS Sales Table will have tremendous buys on T-shirts for family and kids. There will be **special** pricing on the remaining Hometowns and the Chapter Christmas Ornaments. Support your Chapter by supporting the Sales Table.

### *HOLIDAY OPEN HOUSE CHRISTIANA FREIGHT STATION*

SATURDAY, DECEMBER 19 – 3:00 PM to 8:00 PM

SUNDAY, DECEMBER 20 – 1:00 PM to 5:00 PM

MONDAY, DECEMBER 21 – MEMBERSHIP MEETING AND PARTY 7:30 PM

#### Saturday, December 19 – 3:00 PM to 8:00 PM

Family Children Party – 3:00 PM to 5:00 PM

Train Displays, Visit from Santa, Children Activities, Free Hot Dogs and Drinks for Children

Continuing 5:00 PM to 8:00 PM – Hayrides Starting at 5:00 PM

Lancaster Chapter NRHS Sales Table – Pick Up Last Minute Gifts

Popcorn – Hot Dogs – Snacks – Drinks are Available

See Christiana Borough's Annual "Light Up Christiana" Christmas Lighting Contest

Hayrides Around Town Sponsored by Christiana Lions Club

#### Sunday, December 20 – 1:00 PM to 5:00 PM

Freight Station Decorated for Christmas – Train Displays

Popcorn – Snacks – Drinks are Available

Lancaster Chapter NRHS Sales Table – Pick Up Last Minute Gifts

#### Monday, December 21 – 7:30 PM Annual Holiday Party

Membership Meeting 7:30 PM – Our Annual Holiday Party

Lancaster Chapter NRHS Sales Table – Pick Up Last Minute Gifts

Bring Cookies/Snacks (Finger Food) to Share – Chapter will Provide Plates and Drinks

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

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**October 04, Sunday – Tioga Central Railroad, Wellsboro Fall Foliage Bus Trip – 6:30 AM**

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

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November 09, Monday – Board Meeting – 7:30 PM – Ridgeway Travel Office – 1<sup>st</sup> 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.  
Dennis P. McIlroy – Author of “The Horseshoe Curve: Sabotage and Subversion in the Railroad City”  
We are accepting donations for door prizes. Contact Tom Shenk during the day at (717) 394-7000.

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December 14, Monday – No Board Meeting in December

December 19, Saturday – First day of the Holiday Open House – 3:00 PM to 8:00 PM

*Family Children Party – 3:00 PM to 5:00 PM - Children Activities, Free Hot Dogs and Drinks for Children  
Continuing 5:00 PM to 8:00 PM – Hayrides Starting at 5:00 PM - Lancaster Chapter NRHS Sales Table  
Popcorn – Hot Dogs – Snacks – Drinks are Available - See Christiana Borough’s Annual “Light Up Christiana”  
Christmas Lighting Contest - Hayrides Around Town Sponsored by Christiana Lions Club*

December 20, Sunday – Holiday Open House continues – 1:00 PM to 5:00 PM

*Freight Station Decorated for Christmas – Train Displays  
Popcorn – Snacks – Drinks are Available – Lancaster Chapter NRHS Sales Table*

December 21, Monday – Our Annual Holiday Party – 7:30 PM – Christiana Freight Station

Bring Cookies / Snacks (Finger Food) to Share – Chapter will Provide Plates and Drinks

**Chaplain Contact Information**

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

**LANCASTER CHAPTER BOARD of DIRECTORS**

<b>President:</b>	Glenn Kendig	610-593-6313
<b>1st Vice President:</b>	Fred Kurtz	717-625-1204
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<b>1st Director:</b>	Cindy Kendig	610-593-6313
<b>2nd Director:</b>	Tom McMaster	717-274-5325
<b>National Director:</b>	Harold Shaak	717-484-4020

**MEMBERSHIP MEETING NOTICE**

The Regular Membership Meeting of the Lancaster Chapter, NRHS will be held at the Christiana Freight Station, Christiana, Pa. on Monday, October 19, 2009, starting at 7:30 P.M.

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



The **LANCASTER DISPATCHER** is published monthly as the newsletter of the Lancaster Chapter, NRHS and is mailed to each member of the Chapter as one of the benefits of membership. Annual membership dues are \$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](mailto:fkurtz@fredbkurtz.com)

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

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

**FIRST  
CLASS  
MAIL**