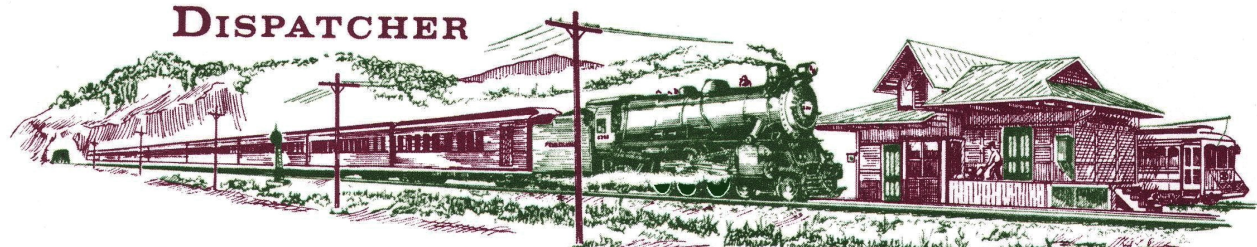


LANCASTER DISPATCHER

1935-2009



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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Doris M. Grim, secretary to the Chief Engineer, Maintenance of Way, Chicago, an alto member of the PRR Chorus which sang during the pre-Christmas season in Union Station, Chicago in December, 1953

*The Lancaster Chapter, N.R.H.S. Board of Directors wishes a
Very Happy and Safe Holiday Season to all of our Chapter Members and Friends.*



The Power Director

By
Ed Mayover



Landmark Smokestack Imploded In West Philadelphia

Standing tall within the clouds, the smokestack atop the old Pennsylvania Railroad steam plant near Amtrak's 30th Street Station was imploded on the morning of Nov. 15 with a thunderous boom.

Right on schedule at 7:45 a.m., the smokestack, which extended 323 feet off a six-story base into the city's skyline, leaned forward until it crashed to the ground, leaving puffs of dust. The planned dynamite implosion and demolition of the crumbling smokestack was completed in seconds.

A few passersby captured the moment with their camera phones. The smokestack - the Penn Coach Yard Chimney - was built by the Pennsylvania Railroad in 1929. In its heyday, the octagonal relic churned out the steam and electricity that once kept the rails moving. That technology allowed the train company to electrify its fleet and helped Market Street to blossom with businesses and high-rise office buildings.

Such accomplishments earned the steam plant, closed in 1964, a place in the National Register of Historic Places. The smokestack once was one of West Philadelphia's tallest structures.

For the implosion, traffic through SEPTA, Amtrak, and nearby streets was temporarily halted. Philadelphia and Amtrak police set up a safety zone around the chimney, and air-quality experts were on site.

The demolition of the steam plant itself and the adjacent building, a former Pullman dormitory for the mostly African American railroad attendants, is expected to be completed by the end of the year. There are no immediate plans to redevelop the old steam plant's site. [Kia Gregory - Philadelphia Inquirer]



Amtrak FY09 Ridership Dips, Still Notches Second-Best Year

Economic turmoil took its toll on Amtrak ridership during fiscal year (FY) 2009, which ended September 30, but the national passenger rail carrier reported it still notched its second-best ridership year in its 38-year history. Amtrak carried nearly 27.2 million passengers in FY09, down from the record 28.7 million carried the previous fiscal year. Total FY09 ticket revenue was \$1.6 billion.



"In a difficult year for the economy--particularly in the travel industry--Amtrak ridership has remained strong albeit with some regional variation," said Amtrak President and CEO Joseph H. Boardman (pictured at left) in a statement. "In particular,

reduced business travel along the Northeast Corridor prevented us from reaching the ridership we achieved last year."

Amtrak on-time performance systemwide rose to 80% in FY09, up from 71% in FY08. Industry sources note privately that much of that improvement came due to less capacity stress and conflict between Amtrak and Class I freight traffic moves, an improvement which may disappear once freight traffic levels recover.

Boardman also noted FY09 Amtrak ridership suffered in part due to the spike in passengers the previous fiscal year, resulting from soaring gasoline prices.

Though ridership on Amtrak's flagship Northeast Corridor declined, other routes achieved gains over the previous year, including Chicago-St. Louis (up 6%), Harrisburg-Philadelphia-New York *Keystone Service* (up 2.7%), the Raleigh-Charlotte, N.C., *Piedmont* (up 3.8%), and the *Vermont* (up 1.9%).

Among long-distance trains, *Coast Starlight* ridership rose 22.3%, in part due to a 15-week service disruption in 2008 that closed a portion Union Pacific in northern California. The tri-weekly *Sunset Limited* route saw ridership rise 9.8%, the Texas Eagle gained 3.6%, and two New York-Miami trains, the *Silver Star* and *Silver Meteor*, gained 1.1% and 3.4%, respectively.

[Railway Age]

Amtrak: Positive Train Control Costs Could Shut Down Train Services

WASHINGTON — Amtrak has told the Federal Railroad Administration that the cost of installing a collision avoidance system could lead it to shut down some services, the *Wall Street Journal* has reported. The word comes as the railroad industry begins to push back against a federal mandate that positive train control be operational on most U.S. main lines by the end of 2015.

Positive train control uses a combination of global positioning satellite technology and wayside transponders to detect when two trains are at risk of collision. When the system detects they are, it's designed to override the engineer and stop the train before a collision can occur. The mandate followed a September 2008 crash in suburban Los Angeles between a commuter train and a freight train that left 25 people dead.

In a statement, Amtrak told the FRA the cost of installing PTC in at least 12 states "may be so high as to not be undertaken and therefore result in the elimination of Amtrak service." The American Public Transportation Association, meanwhile, said commuter agencies' cost of compliance will result in "increased fares, decreased service levels, and deferral of state-of-good-repair projects." Passenger advocates have pushed for federal funds to help offset the costs.

Meanwhile, freight railroads have also begun pushing back.

BNSF Railway President Matt Rose explained his railroad's position, saying, "We're not asking to be let out of this. All we're saying is the [Office of Management and Budget] and FRA ought to use some cost-benefit analysis." He suggested the mandate could be applied only in certain high-risk areas.

Official cost estimates for PTC installation vary from \$7 billion to \$24 billion. While the system would also enable railroads to run trains closer together, the industry fears operational benefits would fall far short of the cost of compliance. *[TRAINS News Wire]*

Amtrak.com To Get a Facelift - New Web Site Will Enhance Customer Service, Generate Added Revenue

In FY '10, an updated Amtrak.com will debut with a number of new features to make it even easier for customers to electronically book train tickets, increasing sales and adding more revenue to the bottom line. The new site's share of ticketed sales is expected to increase to more than half of all ticket sales.

An enhanced fare finder feature will consolidate all booking functionality — reservations, train status, schedule search and the "My Trip" section — into a single dynamic menu. The new site will show full-day availability that reflects an entire day of seating inventory instead of the current maximum of 10 options available for selection. With the new view, customers will see all seating options including First Class; the current site requires additional site navigation to view these upgrades.

Other features will include a shopping cart for itemized purchases; an inventory alert icon that notifies customers when seating on a given departure is limited, thus prompting sales; the launch of travel insurance options to generate ancillary revenue; and a pricing matrix that will enable customers to select the lowest price and find the fastest train.

Another significant feature is enhanced service alerts for individual trains. "In the past, customers would only find information related to delays in a broad, generic manner," said Publisher Steve Alexander. "Now, customers will see alerts specific to the affected trains only." *[Amtrak INK]*

Amtrak Replacing Pre-WWII Electrical Equipment to Keep Trains on the Move

WASHINGTON - Amtrak is using \$25 million in funding from the American Recovery and Reinvestment Act (ARRA) to replace transformers and other electrical equipment — some of which date to before World War II — at 40 substations that deliver the power needed to propel passenger trains on the electrified tracks between New York and Washington, D.C.

"Amtrak is re-energizing the Northeast Corridor tracks to make certain there is a reliable and uninterrupted flow of electricity to keep trains and passengers on the move," said Amtrak President and CEO Joseph Boardman, noting that a transformer in operation since 1934 is being replaced at the railroad's substation in Landover, Md.

Boardman explained substations essentially take 138,000 volt electricity from the overhead transmission lines, lower it to 12,000 volts and then send it to the catenary wires located above the tracks to power the trains. He said in 2002 Amtrak embarked on a long-term program to upgrade and modernize 82 outdated substations along the Northeast Corridor. The need for the

improvements was dramatically highlighted during a significant power failure and service disruption in May 2006 between New York and Washington, D.C. that left thousands of passengers stranded on trains.

The ARRA funding is accelerating Amtrak's substation modernization program and is supporting projects located in Delaware, Maryland, New Jersey, Pennsylvania, and Washington, D.C. For example, the work being done at the Landover substation was not slated to occur until 2013.

Specifically, transformers in service for as long as 75 years are being removed and replaced with modern models that are more efficient, have less environmental impact, require reduced maintenance and provide increased reliability and redundancy. In addition, enhanced technology designed to self-monitor key substation operations is being installed to identify and alert technicians to potential issues before major problems arise. The electrical and installation work is being performed by Amtrak employees.

Amtrak also received additional ARRA funding that is helping to reduce the backlog of infrastructure projects required to bring the Northeast Corridor closer to a state of good repair, such as the replacement and rehabilitation of several bridges, the installation of thousands of new railroad ties, and enhancing stations for better access by disabled persons. All ARRA-funded projects are to be completed by February 2011. *[Amtrak]*

Berkshire Hathaway Inc. to Acquire Burlington Northern Santa Fe Corporation for \$100 Per Share in Cash and Stock

BNSF will continue to operate from its Fort Worth, TX headquarters and will become a wholly owned subsidiary of Berkshire Hathaway

FORT WORTH, Texas & OMAHA, Neb.- The boards of directors of Berkshire Hathaway Inc. and Burlington Northern Santa Fe Corporation Nov. 3 announced a definitive agreement for Berkshire Hathaway to acquire for \$100 per share in cash and stock the remaining 77.4 percent of outstanding BNI shares not currently owned to increase its holdings to 100 percent. Based on the number of outstanding BNI shares (including shares currently owned by Berkshire) on Nov. 2, 2009, the transaction is valued at approximately \$44 billion, including \$10 billion of outstanding BNSF debt, making it the largest acquisition in Berkshire Hathaway history.

"Our country's future prosperity depends on its having an efficient and well-maintained rail system," said Warren E. Buffett, Berkshire Hathaway chairman and chief executive officer. "Conversely, America must grow and prosper for railroads to do well. Berkshire's \$34 billion investment in BNSF is a huge bet on that company, CEO Matt Rose and his team, and the railroad industry.

"Most important of all, however, it's an all-in wager on the economic future of the United States," said Mr. Buffett. "I love these bets."

"We are thrilled to have the opportunity to become a part of the Berkshire Hathaway family," said Matthew K. Rose, Burlington Northern Santa Fe chairman, president and chief executive

officer. "We admire Warren's leadership philosophy supporting long-term investment that will allow BNSF to focus on future needs of our railroad, our customers and the U.S. transportation infrastructure. This transaction offers compelling value to our shareholders and is in the best interests of all of our constituents including our customers and employees."

The transaction requires approval by holders of two-thirds of BNI's outstanding shares (other than shares held by Berkshire Hathaway), and customary closing conditions, including Department of Justice review. Closing is expected to occur during the first quarter of 2010. [Edited from Berkshire Hathaway Inc.]



**CSX: Cost Controls, Productivity
Advances Help Offset Revenue and
Income Setbacks**

The third quarter was another tough one for CSX Corp. — the first Class I to report 3Q results. Traffic volume fell 15 percent to about 1.4 million units, revenue tumbled 23 percent to \$2.3 billion, earnings from continuing operations declined 20 percent to \$293 million, or 74 cents per share, and operating income dropped 18 percent to \$598 million compared with third-quarter 2008 figures.

However, efforts to right-size resources helped reduce the quarterly operating ratio 1.3 points to a record 73.9, and productivity and cost-cutting initiatives helped cut operating expenses 24 percent to \$1.7 billion. In addition, there were signs in the quarter that demand is beginning to strengthen, said Chairman, President and Chief Executive Officer Michael Ward. "We are seeing sequential improvements in our markets overall," he said. "This reinforces our view that the worst of the recession is likely behind us."

Nonetheless, each market segment registered significant year-over-year revenue and volume declines. Coal revenue dropped 20 percent to \$680 million, volume fell 18 percent to 382,000 units and revenue per unit decreased 2 percent to \$1,780 primarily because utility stockpiles reached their highest level this decade, said Executive Vice President of Sales and Marketing Clarence Gooden.

"The coal inventory level is two times the monthly rate of consumption," he said. "Utility stockpiles likely will remain high well into 2010."

Merchandise revenue dropped 23 percent to \$1.1 billion, volume decreased 17 percent to 545,000 units and revenue per unit declined 8 percent to \$2,048 primarily because of weak phosphates and metals business, and sluggish housing starts. Automotive revenue tumbled 35 percent to \$127 million, volume dropped 28 percent to 57,000 units and revenue per unit decreased 10 percent to \$2,228 even though the federal "Cash for Clunkers" program helped reduce dealer inventories and several assembly plants came back online.

Finally, intermodal revenue fell 24 percent to \$303 million, volume dropped 10 percent to 481,000 units and revenue per unit dipped 16 percent to \$630 as international traffic remained weak and CSX faced "highly competitive truck prices," said Gooden.

On the cost-control front, CSX reined in quarterly operating expenses primarily because fuel costs dropped 56 percent to

\$223 million as diesel prices fell and fuel consumption dropped, said EVP and Chief Financial Officer Oscar Munoz. In addition, materials, supplies and other expenses declined 25 percent to \$428 million, and labor costs decreased 13 percent to \$653 million as headcount dropped by more than 3,500 and the Class I registered productivity gains, he said. [Progressive Railroading]

**Union Pacific Railroad, CSXT Launch RailChem Connect
Between Texas and Southeast to Benefit Chemicals Customers**

Union Pacific Railroad and CSX Transportation (CSXT) are proud to announce the launch of RailChem Connect, a coordinated rail service for expedited transport of chemicals between the Texas Gulf Coast region and the Southeast.

The new RailChem Connect service is the result of increased coordination and re-designed interline service by the two railroads for their chemicals market customers. The service allows shipments to bypass smaller rail yards for expedited transit between major hubs. These changes, along with increased operations coordination between the railroads, increase reliability of east- and west-bound service between Union Pacific-served chemical markets such as Houston, southern Texas and Louisiana, and CSXT-served consumption markets in the southeastern states. RailChem Connect offers more consistent transit times, faster equipment turns and a shorter route than previously available for chemical shipments in this corridor.

"Our teams are coordinating efforts to focus on an improved service product for chemicals customers by reducing transit times and tightening the variability in our delivery, significantly improving reliability for customers," said Diane Duren, vice president and general manager of Chemicals for Union Pacific.

The two railroads have reduced the transit time between major markets by 25 percent in the last three years while improving consistency by 23 percent. The improvements provide more reliable service, enabling chemicals customers to optimize their fleets of privately owned rail cars.

Over the same three-year period, the railroads have made a significant combined investment in RailChem Connect lanes for new capacity and upgrading tracks and facilities. "In addition to the inherent safety and environmental advantages that rail offers shippers, RailChem Connect creates advantages for Union Pacific and CSXT customers that allow them to derive even more value from rail," said Dean Piacente, CSXT vice president-Chemicals & Fertilizer. "The increased coordination between our railroads results in improved transit and consistency, which translates into enhanced supply chain efficiency, a more balanced cycle for private rail equipment and bottom-line cost savings for our customers." For more information, visit www.railchemconnect.com. [CSXT]



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

NORFOLK, VA. — For the third quarter of 2009, Norfolk Southern Corporation (NYSE: NSC) reported net income of \$303 million, or \$0.81 per diluted share, compared with \$520 million, or \$1.37 per diluted share, for the third quarter of 2008.

“While our third-quarter results reflect the continuing weak economy, they also show Norfolk Southern’s resilience and the strength of our franchise,” said Norfolk Southern CEO Wick Moorman. “By controlling costs and maintaining service levels, we are managing through this economic downturn and will emerge an even stronger company.”

Third-quarter railway operating revenues were \$2.1 billion, down 29 percent, compared with the third quarter of 2008, primarily the result of a 20 percent reduction in traffic volume and lower fuel-related revenues. General merchandise revenues were \$1.1 billion, 24 percent lower compared with the same period last year. Coal revenues declined 35 percent to \$571 million compared with third-quarter 2008 results. Intermodal revenues decreased 31 percent to \$389 million compared with the third quarter of last year.

Railway operating expenses for the quarter were \$1.5 billion, a decrease of 25 percent over the same period of 2008. The railway operating ratio was 72.8 percent, compared with 69.1 percent during third-quarter 2008. [Norfolk Southern Corp.]

Union Pacific Railroad and Norfolk Southern Introduce Gulf Coast Flyer for Chemical Shipments between the Gulf Coast and Northeast, Southeast

Union Pacific Railroad and Norfolk Southern October 26 introduced *Gulf Coast Flyer*, a rail service for the safe transport of chemicals between the Union Pacific-served southern Texas and Louisiana regions and Norfolk Southern destinations across the northeastern and southeastern United States.

Gulf Coast Flyer is designed to build on improved routing and enhanced operations coordination between the two railroads, leaders in serving the chemical marketplace. This product promotes expedited service for customers between the Gulf Coast region and major markets across the Northeast and Southeast. Eastbound and westbound shipments between the two railroads connect at the Salem, Ill., and New Orleans, La., gateways.

Union Pacific and Norfolk Southern made a combined investment of \$740 million in terminals, main lines, bridges and sidings along *Gulf Coast Flyer* lanes from 2006-08 to strengthen service and enhance safety and reliability. As a result, transit times for shipments moving in major joint lanes improved by more than 20 percent for shippers. At the same time, the consistency of service improved by 10 percent.

“The investment in these lanes combined with increased coordination between our two railroads directly benefits our customers,” said Diane Duren, vice president and general manager of Chemicals for Union Pacific. “Transit times in these lanes are faster, which lowers inventory carrying costs for customers. It also allows them to turn their private equipment faster, getting better utilization from their assets. Service reliability also is improved, providing our customers with greater supply chain efficiencies.”

In addition to the focus on improved service and coordination, the two railroads have worked to continue their focus on safety. An important part of that effort has been through ongoing training efforts with TRANSCAER (Transportation Community

Awareness and Emergency Response), the voluntary national outreach effort to help communities prepare for and respond to a possible hazardous material transportation incident. Working with TRANSCAER, Union Pacific and Norfolk Southern have helped train more than 5,000 responders in communities along *Gulf Coast Flyer* lanes since 2006. [Norfolk Southern Corp.]



NJ Transit Advances Transit Center Project, Revamps Web Site

NJ Transit began building the \$40 million Pennsauken Transit Center on Oct. 19 after obtaining the Federal Transit Administration’s final blessing. The intermodal facility will provide riders the first direct link between the River Line and Atlantic City Rail Line (ACRL). To be funded by American Recovery and Reinvestment Act dollars, the transit center will be built along Derosse Avenue in Pennsauken where ACRL tracks cross above the River Line. The facility will be constructed in two phases, with the second phase contract to be awarded in early 2011. The center is scheduled for completion at 2012’s end. Finally, NJ Transit launched the new Web site at www.njtransit.com. The site features a new, streamlined appearance and an expanded “DepartureVision,” which enables users to view train departure screens on their computer or mobile device. [Progressive Railroading]

NJT Taps Alstom Subsidiary For Locomotive Repair Program

New Jersey Transit said Nov. 10 it will advance a “cost-effective” maintenance program instead of overhauling its diesel locomotive fleet, authorizing \$3.4 million (plus a 5% contingency) to a program to detect problems using customized diagnostic tools, and tapping an Alstom subsidiary for the task. NJT in 2008 entered into a contract with Alstom Transportation Inc. Train Line Services (TLS), based in Naperville, Ill., to develop technical specifications for overhauling GP-40 and F-40 series locomotives, “and to develop and implement a formal Condition-Based Maintenance (CBM) program for the entire diesel locomotive fleet, which includes the Alstom-manufactured PL42AC.” NJT committed \$3.5 million to this task, with the \$3.4 million approved bringing its overall authorization to roughly \$6.9 million. NJT says its fleet includes 105 PL42AC, GP-40, and F-40 series locomotives, many of them more than 20 years old. [Railway Age Rail Group News]



PRR, PRSL & LIRR EVENTS IN DECEMBER

Dec. 8, 1878 - North track of new iron truss bridge opens over Brandywine Creek at Downingtown, Pa.

Dec. 28, 1900 - PRR establishes interchange with Reading at Newberry Jct. west of Williamsport, Pa.

Dec. 28, 1905 - Work begins on new westbound freight yard at Hollidaysburg, Pa.

Dec. 4, 1910 - PRR announces that through passenger business

at New York is up 15% in first week of new Penn Station operation; extra cars added to most long-distance trains; people continue to crowd station as sightseers.

Dec. 1, 1915 - Rahway, New Jersey station completed.

Dec. 29, 1925 - PRR holds first annual Christmas Party (a "big family party") at the Metropolitan Opera House in Philadelphia; entertainment and remarks of Pres. Atterbury are broadcast over radio station WIP between 8:15 and 9:30 PM; parties are held simultaneously at regional centers, including Altoona High School, the Edgewater Beach Hotel in Chicago, Buffalo, Cleveland, Canton, Dennison; party for the Central Region is held at the Syria Mosque with a choir of 800 children from Pitcairn.

Dec. 27, 1930 - Last passenger train operates between Downingtown and Lancaster, Pa., via New Holland.

Dec. 29, 1935 - Services of PRR and Delaware, Lackawanna & Western coordinated between Sunbury and Wilkes-Barre; through PRR sleeping car between Pittsburgh and Wilkes-Barre shifted to DL&W between Sunbury and Scranton; sleeper runs south to Harrisburg, where it is placed on main line trains; PRR grants trackage rights to DL&W between Northumberland and Sunbury.

Dec. 15, 1940 - PRR places 1,250-ton concrete coaling station in service at 28th Street Engine Terminal, Pittsburgh, Pa.

Dec. 31, 1945 - PRR purchases all Pullman heavyweight parlors and lightweight sleepers assigned to it; leases them back to Pullman Co. for operation; PRR buys 142 lightweight sleepers for \$7.56 million and 123 parlor cars for \$774,000.

Dec. 6, 1948 - Groundbreaking ceremonies held at 30th Street Station for resumption of work on Philadelphia Improvements, suspended since 1937; work to be done in six steps; to cost an additional \$22.5 million to PRR and \$48 million to city and state.

Dec. 8, 1950 - PRSL Cape May Real Estate Branch to Schellengers Landing closed.

Dec. 1955 - Single-tracking with CTC placed in service between Harrington, Del., and Cape Charles, Va.

Dec. 28, 1960 - PRR Board passes resolution endorsing Norfolk & Western-Nickel Plate merger.

Dec. 5, 1965 - *Silverliners* assigned to all local trains between Philadelphia and Harrisburg under new SEPTA program; schedule increased from 3 to 8 round trips with SEPTA funding; time cut from 2 hours to 1 hour, 45 minutes; 600-series Harrisburg trains take over Philadelphia-Parkesburg and Lancaster-Harrisburg commuter traffic; separate Lancaster-Harrisburg and Philadelphia-Parkesburg commuter trains discontinued.

Dec. 15, 1966 - PRR master room-observation lounge cars *Mountain View* and *Tower View* (~~DROPPED FROM THE BROADWAY LIMITED ON DEC. 12, 1966~~) placed on rear of Atlantic Coast Line's *Florida Special* for 1966-1967 season; also 1967-1968 season.

Dec. 21, 1967 - PRSL single-track line between West Haddonfield and Kirkwood opens on permanent relocation next to new (*Lindenwold - Ed.*) High Speed Line.



TIMETABLE 12-09

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

Through Wednesday, December 23, 2009

North Pole Express on the New Hope & Ivyland Railroad. Info: www.newhoperrailroad.com.

Through Sunday, January 3, 2010

Holiday Festival of Trains at the B&O Railroad Museum in Baltimore, Md. Holiday celebration of toy trains and model railroading layouts. Info: www.borail.org.

Through Sunday, January 10, 2010

A Brandywine Christmas at the Brandywine River Museum. The museum celebrates the season with fabulous holiday displays including an extensive O-gauge model railroad. Info: www.brandywinemuseum.org/calendar_events.html.

Saturday and Sunday, Nov. 29, Dec. 6, 12, 13, 19, 20, 27, 2009

Miniature Railroad Club of York 66th Annual Open House at 381 Wheatfield Street, York, Pa. from 1 p.m. to 5 p.m. Adm: \$3.00 donation. Info: Ivan Frantz, Jr. 717-225-5470.

Friday, December 4, 2009 through Sunday, December 6, 2009

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

Saturday, December 5 and Sunday December 6, 2009

Schuylkill Valley Model Railroad Club Open House at 400 S. Main Street, Phoenixville, Pa. from 1:00 p.m. to 5:00 p.m. Free admission. Info: www.svmrrc.com.

Friday through Sunday, December 4-6, 11-13, 18-20, 2009

Santa's Surprise Trains and Polar Bear Express on the Middletown & Hummelstown Railroad. Info: www.mhrrailroad.com.

Saturday and Sunday, December 5-6, 12-13, 19-20, 2009

The Santa Express! on the Cape May Seashore Lines between Tuckahoe and Richland, NJ on Conrail's freight-only Beesleys Point Secondary Track. Info: www.capemayseashorelines.org.

Saturday and Sunday, December 5-6, 12-13, 19-20, 2009

Santa's Express on the West Chester Railroad between West Chester and Glen Mills, Pa. Info: www.westchesterrr.com.

Sunday, December 6, 2009

Whistle Stop Train Show at the Woodward Fire Hall, Route 220, Williamsport, Pa. Info: www.track2.com/pa.

Friday through Sunday, December 11-13, 18-20, 2009

Santa's Paradise Express on the Strasburg Rail Road. Potbelly stoves gently warm the passenger cars as you travel with Santa. Sing Christmas carols along with musicians as they stroll from car to car. Info: www.strasburgrailroad.com.

Saturday, December 12, 2009

Christmas Lights Night Photo Streetcar Trip over SEPTA's Route

15 (Girard Avenue) using decorated PCC-II by the Wilmington Chapter, NRHS. Info: www.daylightimages.com/streetcar.

Saturday, December 12 and Sunday, December 13, 2009

Greenberg Train Show at the Greater Philadelphia Expo Center in Oaks, Pa. Info: www.trainshow.org.

Saturday, December 26 through Thursday, December 31, 2009

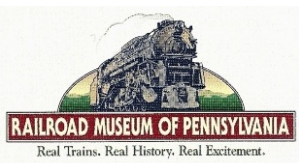
Return to North Pole Express on the New Hope & Ivyland Railroad. Info: www.newhoperrailroad.com.

Thursday Evening, December 31, 2009

New Year's Celebration on the Middletown & Hummelstown Railroad. Info: www.mhrrailroad.com.

Friday, January 8 through Sunday, January 10, 2010

Winter NRHS Board of Directors' Meeting at the Charleston Place Hotel in Charleston, SC - hosted by the Charleston Chapter.



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PA.**

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717-687-8628

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

Saturday, December 5 and Saturday, December 12, 2009

Home For The Holidays and Polar Express Parties



Riding the Reading....

Reading Company events in December

Dec. 12, 1930 - Citizens' meeting at Haddonfield calls for merger of Reading and PRR lines in southern New Jersey.

Dec. 17, 1930 - Reading and PRR announce willingness to confer on merging South Jersey lines.

Dec. 11, 1931 - New Jersey PUC issues report recommending consolidation of PRR and Reading lines in South Jersey.

Dec. 10, 1934 - Vacant Cressona, Pa. roundhouse leased for use as a millwork plant.

Dec. 13, 1937 - Reading places 5-car Budd streamlined train in New York-Philadelphia service making two round trips per day; hauled by 4-6-2's with stainless steel shrouds; train has observation car at each end for fast turnaround; train is later christened *The Crusader* after a naming contest; new train and air conditioning of older equipment increases Reading's New York-Philadelphia business by 21% in 1938.

Dec. 21, 1962 - Budd Company delivers their last RDC, Reading Company No. 9152.

NOVEMBER, 2009
CHAPTER MEETING MINUTES

There are no Chapter Meeting Minutes to report as the Annual Chapter Banquet superseded the regular monthly chapter meeting.



LESS THAN CARLOAD
SHIPMENTS
LOCAL AND NATIONAL NEWS

Keolis In, Amtrak Out at VRE



WASHINGTON — Two transportation commissions Nov. 5 approved a Virginia Railway Express board proposal to replace Amtrak as its train operator, the *Washington Post* has reported. The Northern Virginia and Potomac and Rappahannock transportation commissions, gave their blessing to the proposal, granting the contract to Keolis Rail Services.

"One firm went above and beyond," said Matt Kelley, a Potomac and Rappahannock board member. "I think Keolis really wanted this contract, and Amtrak expected the contract."

The VRE board dismissed an Amtrak challenge to its recommendation, saying the challenge was filed too late. Under the new contract, around 80 Amtrak employees will be hired by Keolis to operate the trains.

The boards settled on Keolis, saying it offered the best value for the money.

The five-year contract includes two five-year renewal options and covers train operations, locomotive and rail-car equipment maintenance and repair, yard operations and warehouse management. The first 18 months of the contract are valued at \$18.5 million.

Keolis will take over operations on July 1, 2010, from Amtrak, which VRE contracted for train operations when the agency launched service in 1992. There will be a transition period from Dec. 1 to June 30. [*TRAINS News Wire and Progressive Railroading*]



New Short Line Starts Up In New Jersey

A new short line railroad operator, the New Jersey Seashore Lines, began existence in late October as rail right-of-way once owned by the Central Railroad of New Jersey (CNJ) was cleared of underbrush in preparation for upgrading. The 13 miles of right-of-way, owned by the Clayton Cos. Inc., will be rehabilitated to allow access to the company's sand mine in Woodmansie, located in the state's Pine Barrens region. Clayton Sand has contracted with New Jersey Seashore Lines to operate service on the route between Woodmansie and Lakehurst, where ex-CNJ right-of-way is owned by New Jersey Transit Corp. All grade crossings along the stretch will be upgraded, with funding provided by the state's Department of Transportation, one source told *Railway Age*.


The development follows a decision by the Surface Transportation Board Sept. 25 which, in part, noted, "Anthony Macrie (Macrie), a non-carrier individual, filed a verified notice

of exemption pursuant to 49 CFR1180.2(d)(2) to continue in control of Cape May Seashore Lines, Inc. (CMSL), an existing Class III carrier, and its corporate affiliate New Jersey Seashore Lines, Inc. (NJSL), upon the latter becoming a common carrier.”


NJSL concurrently filed a verified notice of exemption ... to operate line of rail ... owned by a shipper, Clayton Companies, Inc. (Clayton), but Clayton is not an applicant here,” the decision read. “According to the parties’ filings, after Consolidated Rail Corporation (Conrail) abandoned the line, Clayton acquired it from Conrail in 1985 for use as a private industry track. Clayton has now engaged NJSL to operate the line for 10 years ... NJSL states that it will hold itself out to provide common carrier rail freight service over the line during the 10-year period.” [Railway Age Rail Group News]

THIS MONTH'S BANNER PHOTO

In keeping with the holiday theme, this month’s photo is the 2003 Canadian Pacific Holiday Train at Steamtown National Historic Site in Scranton, Pa. on December 3, 2003. Photo by Sam Botts.



The Crusader
December 13, 1937 - December 13, 2009
72nd Anniversary




THANKS, GLENN!

A VERY SPECIAL THANKS TO GLENN KENDIG, OUR OUTGOING CHAPTER PRESIDENT, WHO LED THE LANCASTER CHAPTER FOR 14 YEARS. THAT'S QUITE A TENURE!!! YOU MAY TAKE A REST NOW, GLENN!

Make this a Safe and Happy Holiday Season!



Always Expect a Train!

Brought to you by  **OPERATION LIFESAVER**
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CHAPTER SENIORITY LIST

Traditionally, railroads recognize an employee’s years of service milestones. The National Railway Historical Society also honors this tradition. At the Annual Chapter Banquet on November 20, Lancaster Chapter First Vice-President Fred Kurtz awarded service pins to the following chapter members, who have achieved a significant membership milestone:

25 YEARS

Preston S. Bupp
 William J. Hart
 Paul W. Herr
 Leighton L. Stover

50 YEARS

Carl W. Connelly
 Kenneth G. Murry

Congratulations and sincere thanks for your many years of dedicated service!



PRR CLASS D16SB No. 1223 ON WATER STREET IN LANCASTER KICKING OFF THE CHRISTMAS SHOPPING SEASON IN DECEMBER, 1966. PHOTO BY JOHN DZIOBKO.

Lancaster Chapter NRHS Presents: Cape May Seashore Lines Winter Spectacular

After the holidays cabin fever starts to set in and we yearn for spring. This year help make winter go faster by joining us for a trip to ride the Cape May Seashore Lines. Saturday, January 30, 2010. We will travel by motor coach from Lancaster to Tuckahoe, New Jersey. Tuckahoe at one time was served by two railroads: Reading Company and the Pennsylvania Reading Seashore Lines. Tuckahoe was a very important junction on the Cape May branch for over 100 years.

All Reading, Pennsylvania, and Pennsylvania-Reading Seashore Line trains operating to the New Jersey resort communities passed through Tuckahoe. Three original restored structures of the former Reading Company remain today. They are the passenger station (built in 1897), the interlocking tower (built in 1906), and the steel water tank (built in 1922). We will board our train and travel north to Richland. Richland was served by the Reading, Pennsylvania-Reading Seashore Lines and unlike Tuckahoe the Pennsylvania RR stopped in Richland. In 1976 the P.R.S.L. became part of Conrail which continues to operate freight rail service through Richland to Beesly's Point. Local passenger service ended in Sept. 1935 and the last time a scheduled passenger train passed through Richland was October 1981. In October 2005 Cape May Seashore Lines started regular scheduled excursion service between Richland and Tuckahoe.

Once we arrive in Richland we will have time for photo opportunities, visiting shops, eating establishments and the Patcong Valley Society of Model Railroading. The society dates back to the 1950's when the original railroad was built in a chicken coop. They are now renovating the interior of an old warehouse which will be home to a new railroad design that will cover approximately 2000 sq feet. It will carry a similar theme to the previous designs which include Penna., New York and Northern New Jersey railroad features.

We will then board our train for a return to Tuckahoe. There we will have a short layover for photo opportunities and restroom stop. After our stop we will go south to Woodbine where we will have a photo stop at the Woodbine trestle. We then will return to Tuckahoe. After a day of railroading it makes one hungry. I have made dinner reservations in Cape May at the famous Lobster House on Fisherman's Wharf. They serve fresh seafood made available from their own fleet of boats. Be sure to stop by their fish market for seafood or gifts to take home. This should be a wonderful day of railroading and is available to all chapter members and their family and friends. **Please find the order form on the back of this page.**

Ticket price will vary depending on which meal is chosen. There will be NO discounted child price.

Ticket price includes roundtrip motor coach, chartered train, Pactong Model RR, dinner and all tips (bus driver, wait staff). I expect this trip to sell fast so do not delay. Please send a S.A.S.E. and check (payable to Lancaster Chapter NRHS) to Ron Irwin 15 Highland Drive Lancaster Pa. 17602. Questions: (717)-299-6405 between 9 am-9pm.

Name _____

Address _____

City, State, Zip _____

Phone _____

All entrées include garden salad, potato and vegetable, hot bread, coffee, tea and dessert.

\$87.00 Chicken Francaise- (boneless breast of chicken dipped in egg batter, sautéed in white wine, lemon and butter) Number of tickets: _____

\$91.00 Baked Stuffed Flounder- (fresh fillet of flounder stuffed with delicious blend of crab imperial, scallops, shrimp and topped with a moray cheese sauce) Number of tickets: _____

\$98.00 Port and Starboard- (5 ounce filet mignon and ½ lobster with seafood stuffing) Number of tickets _____

Total dollar amount: _____

Cancellations. Unless we can resell your seats, we may not be able to refund any last minute cancellations.

“INSIDE THE BACK PAGE”
 UPCOMING LANCASTER CHAPTER ACTIVITIES

December 03, Thursday – Decorate the Freight Station – 7:00PM – Christiana Freight Station
 Decorate for the Holiday Open House
 Decorate the Chapter Christmas Tree – Bring your favorite Train Ornament

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.

Daily Schedule

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

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

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

January 11, 2010 – Monday 7:30pm – Board meeting at Christiana Freight Station

January 18, 2010 – Monday 7:30pm – Chapter Meeting - Christiana Freight Station

**January 30, 2010 – Saturday – Cape May Seashore Lines - Winter Rail Spectacular
 Including dinner at the Lobster House in Cape May**

ORDER FORM INCLUDED IN THIS NEWSLETTER

Chaplain Contact Information

Doris Geesey

Phone (717) 347-7637

Email – rscooter2@comcast.net

Please keep our chaplain informed!

LANCASTER CHAPTER BOARD of DIRECTORS

President:	Tom Shenk	717-560-1186
1st Vice President:	Fred Kurtz	717-625-1204
2nd Vice President:	Glenn Kendig	610-593-6313
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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 Holiday Party of the Lancaster Chapter, NRHS will be held at the Christiana Freight Station, Christiana, Pa. on Monday, December 21, 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

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