

LANCASTER DISPATCHER

75TH ANNIVERSARY 1935-2010



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 41 NUMBER 2

FEBRUARY 2010



New railroad, new trademark

Two trademarks, longtime rivals in railroading, marched arm in arm into the history books last month.

They were the keystone of the PRR and the oval of the New York Central.

Taking their place is the bold, brawny, interlocked PC, the trademark of the Penn Central.

The new symbol will be put on cars and locomotives when they come into the shops for heavy repair and repainting. With a fleet of 4000 locomotives, 5000 passenger train cars and 200,000 freight cars, this will be a long-range project; so the keystone and the oval, known throughout the transportation world, will still be visible for several years.

The PRR's keystone was born in 1880 — 34 years after the railroad received its official charter.

The symbol is believed to have been originated by Thom-

as E. Watt, a passenger traffic official of the Pennsylvania Railroad at Pittsburgh.

According to the story, he was working on a folder to advertise low-cost excursion fares from Philadelphia to Atlantic City, N.J., and he wanted a decoration. He chose the keystone, a symbol long associated with the State of Pennsylvania, where the PRR was organized and chartered. This State was the middle one of the 13 original colonies, and thus was pictured as the keystone of the Union.

The solid-looking keystone made an immediate hit with railroaders, and soon came to be used throughout the System, on rolling stock, buildings, timetables, letterheads.

The New York Central's oval trademark was created in 1893.

Folders were being printed at that time to promote rail travel to the Chicago's World's

Fair. In the printing plant, a proofreader noticed a blank space on one page. It bothered him. Having some artistic skill, he sketched an oval with the Central's name inside. It seemed to fill the space just right.

Later the printer stuck the same symbol on a timetable. The first reaction of railroad officials was to have it taken off. But the more the officials looked at the emblem, the more they liked it.

They let it stay. And ever since then, an oval, with varied forms of lettering and varied colors, has been the Central's mark.

Jumping across the years to 1965.

The examiners for the Interstate Commerce Commission recommended approval of the merger, and representatives of the two railroads met very soon to consider creating a new mark for the merged company.

Harper & George, New York industrial designers, were called in to help. More than 200 different sketches were proposed, studied and analyzed over a considerable period and by many persons, before the decision was made in favor of the interlocked PC, shown in the illustration.

Here is how the new mark is described by William A. Lashley, the Penn Central's vice president of public relations and advertising:

"This symbol is designed to give a feeling of both strength and modernity.

"It suggests forward motion — a company on the go.

"It's simple but distinctive — the symbol gives immediate identification and is easily remembered.

"We believe that it effectively expresses the dynamic quality of this exciting and challenging new enterprise we call the Penn Central."

At 12:01 A. M. on Feb. 1, 1968 PENN CENTRAL was born

Some people thought it would never happen. The legal maneuvers seemed endless. One official of another railroad offered to bet \$500 that it would never take place.

But at 12:01 A.M. on Thursday, February 1, 1968, the merger finally, formally went into effect, and America's largest transportation company came into being.

"Good morning, Penn Central," was the way Phyllis Weisse, a switchboard operator, answered the phone at Syracuse, N. Y. She felt a little odd about it, after saying "New York Central" for the past 11 years.

At 30th Street Station, Philadelphia, Car Foreman John McMurrough walked up to a business car marked *Central* and stripped off a sheet of paper concealing the word *Penn*, which had been painted in advance for this occasion.

At Grand Central Station, New York, Building Superintendent Warren R. Grove and two carpenters hung a PC banner over the main staircase, and he said, "Now it's official."

At Samuel Rea Shop, the big car-repair and car-building facility at Hollidaysburg, Pa., two secretaries, Sarah Webb and Peggy Jo Carney, got the new *Call Us Penn Central* buttons, and wore them as earrings. "The newest railroad deserves the newest fashion," explained Miss Webb.

Everybody felt part of an event of great historical significance— as in fact it was.

The New York Central, which grew out of a railroad that was chartered in 1826, and the Pennsylvania Railroad, which received its charter in 1846, had combined to form a mighty transportation enterprise.

Now PRR people and Central people were joined in a far-flung family of almost 100,000 men and women.

They were now part of a system spread over 14 states plus the District of Columbia plus two provinces of Canada.

They were geared to serve all the important industrial, agricultural and population centers of their territories.



J. H. Stewart, Jr. (right), Penn Central attorney, files official merger papers with Joseph J. Kelly, Jr., who is secretary of the Commonwealth of Pennsylvania.

At Williamsport, Pa., a junction point for the PRR and the Central, two diesel locomotives headed slowly toward each other. They came to stop a few feet apart. One bore the Central oval; the other, the PRR keystone.

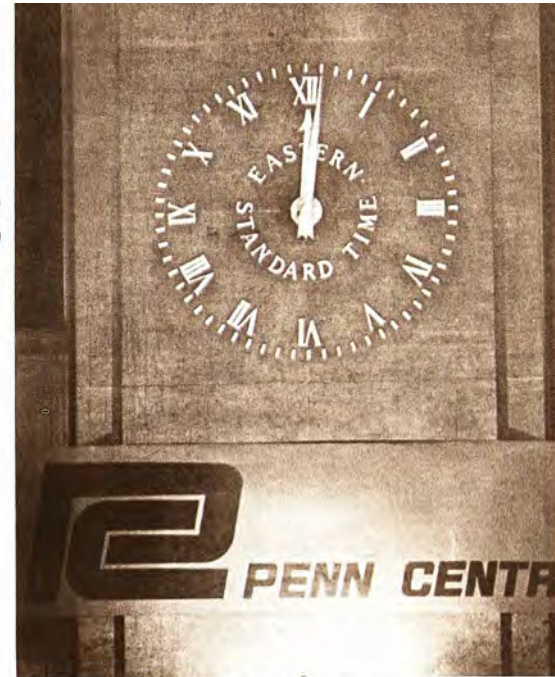
Standing on the front running boards, men of both railroads leaned across the intervening space and shook hands, grinning, while news photographers recorded this symbolic union.

"It's funny—we used to be the biggest rivals," commented big, husky Adam C. Myers, a Central conductor with 42 years' service.

"Now we're the biggest family," said William S. Eisenhart, a conductor with 26 years on the PRR.

"It'll take a little time to get used to it," he added.

Indeed, it would take quite a bit



Banner with new emblem was up in 30th St. Station, Philadelphia, for historic moment.



At Williamsport, Pa.: PRR Trainmen W. S. Eisenhart, Julius Tofani, C. M. Eckman greet NYC Trainmen A. C. Myers, N. W. Crouse and J. B. Margan. (Wide World Photo)

of time to mold the two roads together. This tremendous job will be done gradually so as not to disrupt normal service. A carefully planned timetable, developed over several years and recently updated, will be followed to interlace the various departments, terminals, shops and operating functions of the two roads.

Track connections to link the two systems have already been put in at Toledo, Cleveland and Cincinnati, Ohio; Grand Rapids, Mich., and Clearfield, Pa. The next locations for track connection projects are Chicago, Ill.; Buffalo, N.Y.; Columbus, Ohio; and New Castle, Pa.

Yard operations will be merged in one area at a time. First on the list for this process is Toledo, Ohio, selected by the Merger Coordinating Committee, headed by John M. McGuigan. The PRR and Central yards at Toledo were scheduled to become a consolidated operation at 6:30 A.M. on Monday, February 26.

From this focal point, the consolidation process will spread out in widening circles until eventually all the freight operations of the Penn Central are fitted together.

"At each stage of this program," explained Mr. McGuigan, "we'll have teams of former PRR and former Central men out in the field,



At Hollidaysburg, Pa., Sarah Webb and Peggy Jo Carney make earrings out of the new "Call Us Penn Central" buttons.

watching how things are working out. We'll be ready to make quick adjustments where necessary.

"This is like putting together a giant jigsaw puzzle. Each piece has to fit, or the whole board is knocked out of kilter."

Recall notices are going out to employes furloughed since 1964, and those who wish to return will be offered jobs in accordance with the Employee Protection Agreement.

"I don't know of any other merger where such a thing has been

Continued on page 2

1

Continued from page 1

done," said Guy W. Knight, senior vice president of the Penn Central.

"Furthermore, the Employee Protection agreement provides a higher degree of security than railroad employees—or employes in practically any industry—have hitherto enjoyed."

(Details of the Agreement appear on Page 3.)

Finding suitable jobs for the returning employes will be a major assignment.

Another big assignment is to complete new labor agreements to implement the merger at all points on the railroad. More than 200 agreements are required.

These agreements cover a variety of subjects. For example:

Combining the seniority lists of the two railroads.

Coordinating yards and other facilities.

Providing for transfer of employes.

Blending the work rules of the PRR and the Central.

"Combining the work forces of the two railroads will create a powerful aggregation of skills," Mr. Knight said.

"The ability and loyalty of our employes, backed up by the best in equipment and facilities, will assure the Penn Central's customers of the finest in transportation service.

"This should mean more traffic for us. And more traffic will, in turn, strengthen employment and open up new jobs and new opportunities for advancement."

The Penn Central goes into operation with more than 4,000 locomotives, 5,000 passenger train cars, and 200,000 freight train cars. This far exceeds the equipment roster of any other American railroad.

Now shippers will enjoy a better car supply than ever before.

The merger will eliminate many interchange points where formerly the PRR and the Central had to halt their freight cars and hand them over to the other road. Now this delay won't occur. Freight trains will



"Good morning, Penn Central," says Marion Garvin, sales and service clerk, N. Y.



At PRR shop in Hollidaysburg, Pa., Tony Santarsieri puts emblem on safety hat.

go right on through. Shipments will get to destination more quickly.

Combining the freight traffic of both roads will make it possible to assemble more full trains that will run straight through to destination without the need for switching en route. This, too, will mean faster service to customers.

Still another advantage will be a wider choice of routes, assuring that freight will get the best possible move to destination.

The officers of the new Penn Central looked forward to an era of enlarged service, increasing numbers of customers, and continual advances in equipment, property, and operating methods. Many needed improvements that had to be postponed in the past because of lack of funds are expected to become possible because of savings brought about by the merger.

But these savings won't appear immediately. Many millions of dollars will have to be spent for employe protection. Many millions more will be spent on installing new track connections and new signals, combining or improving yard facilities, and modifying mechanical devices and operating procedures to make the two rail systems compatible.

As a result, the Penn Central probably will be going through a



In PRR station at Trenton, N. J., Stenographer Betty Orning puts up the new decoration.

tight financial situation for several years.

Furthermore, the PRR and the Central entered the merger after a year of falling profits. The PRR's operating earnings in 1967 were \$14 million, a drop of 69 percent below the 1966 figure. (\$14 million was barely enough to meet the payroll for 1½ weeks.) The New York Central's earnings sank to \$1¼ million, compared with the \$43½ million earned in 1966.

There is expectation of an upturn in the Nation's business and industrial production—and therefore in freight traffic—during 1968, and the Penn Central is looking forward to sharing in this progress.

Meanwhile, New York Central and PRR people, accustomed to years of rivalry, are now moving forward into their new identity as Penn Central people, members of America's leading railroad family.



S. T. Keiley, Grand Central Terminal manager, properly identifies John Jasinsky with a "Call Us Penn Central" button.



At New York Stock Exchange, W. N. Vaughn takes orders for stock identified by PC

Superintendent W. R. Grove (center) and Carpenters Tony DeLuca and Jack Brennar unfurl the new banner over the main stairway at Grand Central Terminal, New York



Family greeting at Indianapolis, Ind.: Engineman Hugh Finley, of the Central, and Engineman Al Hogue, of the Pennsy.



At Philadelphia, Car Foreman John McMurrugh transforms a New York Central business car into a Penn Central car.



At Princeton, N. J., Conductor George N. Dey discovers that students overnight changed Pennsylvania to Penn Central.





The Power Director

By
Ed Mayover



Amtrak Ready With Big Plans For 2010

WASHINGTON— Amtrak is ready for an exciting 2010 with major projects and new initiatives that will benefit passengers, increase service, rebuild infrastructure, and put America's railroad at the center of intercity and high-speed passenger rail development and expansion.

"Amtrak enters 2010 with a strong sense of optimism, enthusiasm and purpose," said President and CEO Joseph Boardman. "We have an aggressive game plan to modernize, renew, and grow America's passenger railroad," he said, noting increasing ridership from 21.6 million in FY 2002 to 27.2 million in FY 2009, with an all-time record of 28.7 million in FY 2008.

He explained that numerous projects and initiatives being undertaken in 2010 support goals established in Amtrak's new Strategic Guidance including becoming safer, greener and healthier and improving financial performance, customer service, and meeting national needs.

In particular, Amtrak is playing a major role in the development and expansion of intercity and high-speed passenger rail. As America's provider of intercity passenger rail service and its only high-speed rail operator—operating trains at speeds up to 150 mph every day—Amtrak has unmatched knowledge, experience and expertise in the U.S. rail environment.

Boardman added that Amtrak is partnering with 25 states in support of more than 100 projects submitted for funding from the \$8 billion made available by the American Recovery and Reinvestment Act (ARRA) for intercity and high-speed rail capital improvement grants. An announcement from the U.S. Department of Transportation on which projects have been selected is expected this winter.

During 2010, Amtrak also will undertake track and bridge construction projects, safety and security enhancements, and will release a plan to replace and expand its locomotive and passenger railcar fleet, among many other projects and initiatives.

Following are highlights of major activities Amtrak will begin, continue or complete during the coming year.

High-Speed Rail

In 2010, Amtrak will celebrate the 10th anniversary of America's fastest train, the Acela Express, which began operating along the Northeast Corridor in 2000 and reaches speeds up to 150 mph. In addition, Amtrak will increase train speeds to 105 mph over a section of track it owns between Porter, Ind., and Kalamazoo, Mich., which will benefit Blue Water and Wolverines service. Amtrak currently operates nearly half of its more than 300 daily trains at speeds of 100 mph or higher on their routes.

Deploy WiFi and Upgrade Interiors on Acela Express

In March, Amtrak will deploy WiFi technology on Acela Express and make it available to every passenger initially free of charge. In late 2010, Amtrak will complete a program to upgrade the interior of all Acela Express trainsets to increase passenger comfort and amenities, including leather seating, improved tray tables, and better outlets to power laptop computers, DVD players and other electronic devices.

Major Infrastructure Improvement Projects Funded by ARRA

Many major Amtrak infrastructure improvement projects funded in full,

or in part, by \$1.3 billion in ARRA funds will be under construction in 2010. Some of these projects include: replacement of the 102-year old movable bridge over the Niantic River in Connecticut; modernization of transformers and other electrical equipment used to power trains between Washington, D.C. and New York; improvements to tracks and switches at Chicago Union Station; and construction of new maintenance buildings for passenger railcar equipment in Los Angeles, Calif., and Hiialeah, Fla.

In addition, ARRA funding is supporting: renovation of the station in Wilmington, Del.; expansion of the Auto Train station in Sanford, Fla.; restoration of locomotives and passenger railcars in Beech Grove, Ind., and Bear, Del.; improved emergency exits and fire detection and suppression systems in New York tunnels; and enhanced accessibility at more than 200 rail stations across the country.

Major Infrastructure Improvement Projects Funded by Annual Engineering Program

Beyond the ARRA funded projects, Amtrak will spend \$442 million as part of its annual FY 2010 engineering program. Among these projects include: installation of more than 112,000

concrete crossties and more than 49,000 wood crossties on the Northeast Corridor; construction of a new air ventilation shaft for the New York tunnels; and repair to several bridges in Michigan, Maryland, New York and New Jersey.

In addition, Amtrak will: complete the multi-year modernization of the catenary wires on the Hell Gate Line in N.Y.; begin construction of upgrades to the Seattle maintenance facility; and improve accessibility at stations in Philadelphia, Pa., Baltimore, Md., Providence, R.I. and elsewhere.

New Plan to Replace and Expand Fleet of Locomotives and Passenger Railcars

Amtrak will announce a comprehensive and detailed plan to replace and expand its fleet of locomotives and passenger railcars to enhance current service and accommodate expected future growth. It will include the purchase of several hundred single-level and bi-level long distance passenger railcars and more than a hundred locomotives. This major equipment purchase will support American rail manufacturing industries and create jobs in the U.S.

Long-Distance Routes, Corridor Services and Commuter Contract

Amtrak will undertake an in-depth evaluation of the poorest performing long-distance routes to identify and implement changes where possible to improve key measures such as customer service, ridership, and financial performance. The five routes being analyzed are the Sunset Limited, Cardinal, Texas Eagle, Capitol Limited, and California Zephyr.

Also, Amtrak will expand corridor services in collaboration with state partners. In Virginia, a fifth Northeast Regional train will operate between Richmond and Washington, D.C. In North Carolina, a second Piedmont round-trip between Raleigh and Charlotte will be added. In Washington, a second Amtrak Cascades train is now operating from Seattle to Vancouver, British Columbia through the duration of the 2010 Winter Olympics and Paralympics Games.

In addition, Amtrak is finalizing a new operating contract with the Los Angeles-based Metrolink commuter rail service to provide train and engine crews for all seven of its lines.

Installing Positive Train Control and Enhancing Safety

Amtrak is committed to an aggressive, self-imposed schedule to install Positive Train Control (PTC) by the end of 2012—three years ahead of a Congressional deadline for the rail industry—on sections of Amtrak-owned tracks not already equipped with the sophisticated technology capable of controlling train movements to prevent collisions. A significant amount of design, engineering, and some installation work will occur this year to advance the project.

Amtrak is also implementing two industry-leading risk-reduction safety initiatives to complement traditional rules-based compliance programs. The Safe-2-Safer program strengthens the emphasis on safety within the corporate culture by promoting a more collaborative working environment and ensures a higher reliability of safe behaviors at all levels of the railroad.

In addition, Amtrak intends to participate in a Federal Railroad Administration sponsored Close Call Reporting project under which incidents that did not result in an accident or injury, but could have, can be anonymously reported by employees so that safety improvements can be made as appropriate.

Strengthening Security

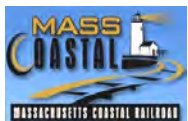
Amtrak passengers will see a more interactive police and security presence in 2010 with greater emphasis on random and unpredictable patrols, baggage screenings and other activities in

stations and on trains. Amtrak will continue to expand its K-9 explosive detection teams, harden stations and strengthen cooperative inter-agency operations with local, state, and federal law enforcement and counterterrorism partners. [Amtrak]



Massachusetts Coastal to Acquire CSXT's Operating Rights on South Coast Lines

Cape Rail Inc. subsidiary Massachusetts Coastal Railroad recently reached agreements with CSX Transportation and the commonwealth of Massachusetts regarding the purchase of CSXT's operating rights on the New Bedford and Fall River lines, which also are known as the South Coast Lines.



After the rights to the 33 miles of track are transitioned to Mass Coastal on May 14, 2010, the short line will operate about 100 miles of track in southeastern Massachusetts.

"We have committed to CSX and the commonwealth that we will approach the operation of these lines as a team," said Cape Rail Chief Executive Officer John Kennedy in a prepared statement. Mass Coastal plans to increase the lines' traffic; CSXT currently handles about 2,000 cars on the South Coast Lines.

[Progressive Railroading]



Norfolk Southern Coal Port Returns To Normal

Norfolk Southern Railway's large coal loading port terminal is back to normal at Norfolk, Va., and the railroad on Jan. 5 lifted its "force majeure" declaration on coal moves. The company said operations at its Lamberts Point terminal, the largest facility in North America for transloading coal from trains to ocean ships for export, have been restored and NS "is working to clear the current backlog of shipments."

A spokesman said 11 ships were waiting on Jan. 4 to load coal from Lambert's Pier 6, a large facility that blends coal and has twin ship loader conveyor belts to fill two vessels at a time. But a mechanical problem damaged one belt Dec. 26, knocking that loader out, and a separate problem shut down the other belt the next day. NS on Dec. 18

invoked force majeure – a service interruption clause for events outside its control -- to lift delivery guarantees as a major snowstorm swept into the Appalachian coal mine region and delivered record snowfalls from there to the NS port area. It kept the clause in effect after the Lamberts Point belt problems arose.

NS restored one conveyor to operation by Dec. 31, but the other took longer than originally expected. A spokesman said that was not the only thing delaying ships, as some were waiting for mines to send their coal or for coal that was in transit from the distant mountains to reach the port. Even after the loading terminal was back to normal operation, NS said unloading of coal trains "remained hampered by weather conditions."

Lamberts Point typically takes about 36 hours to fill a ship's hold, and averages more than six ship loadings a week or up to 26 a month.

[Journal of Commerce]



NJ Transit Awards First Mass Transit Tunnel Contract, Advances Bridge and Light-Rail Projects

New Jersey Transit's board authorized a \$583 million design/build contract to a Barnard/Judlau Contracting Inc. joint venture to construct the first of three tunnel segments for the \$8.7 billion Mass Transit Tunnel.

The mile-long Manhattan tunnel segment is part of an overall project — managed by a partnership between NJ Transit and the Port Authority of New York & New Jersey — that calls for building two new single-track commuter-rail tunnels under the Hudson River to double the capacity of a two-track tunnel built 100 years ago and expand New York Penn Station. Construction on the Manhattan tunnel segment is scheduled to begin early in 2010 and conclude in late 2013. NJ Transit's board also authorized a \$69.7 million amendment to an existing contract with Portal Partners Inc. for final engineering and design work for the Portal Bridge replacement project. In addition, the board awarded an \$18 million contract to AECOM-STV Joint Venture to provide construction management consultant services.

To be completed in 2017, the \$1.7 billion project calls for replacing the 99-year-old Portal Bridge with two bridges featuring five tracks — three more than the existing bridge. Finally, the board advanced several initiatives, including a study of potential infrastructure improvements for the Atlantic City rail line and an agreement with the Delaware River Port Authority to fund a study of a proposed light-rail extension to Glassboro. The board authorized a \$735,000 contract with LTK Engineering Services to conduct the Atlantic City line study.

[Progressive Railroading]

Second NJ Transit Tunnel Contract Awarded

NJ Transit awarded a \$271.7 million contract to PTP Constructors of Secaucus, a joint venture of Schiavone Construction, J.F. Shea Construction and Skanska USA Civil Northeast. The contract is for the design and construction of a mile-long tunnel between North Bergen and Hoboken, roughly 185 feet beneath the Palisades.

In December, 2009 the first contract was awarded for the Midtown segment of the project. The third, and last, contract for the Hudson River segment is expected to be awarded next year.

The entire Access to the Region's Core project, or ARC, will double the amount of trains that travel to Midtown and eliminate transfers to thousands of NJ Transit riders. [Railway Track and Structures]



AC-NYC Train Reduces Runs in Winter Slump

Operators of the ACES luxury express train that runs between Atlantic City and New York City say they've eliminated some of the runs because of an expected downturn in winter ridership.

Beginning Dec. 18, the 18-run weekend schedule decreased to 11 runs, with one Saturday northbound trip leaving Atlantic City an hour earlier.

The schedule reduction does not mean ACES operators - Borgata Hotel Casino & Spa, Caesars Atlantic City, Harrah's Resort, NJ Transit and the Casino Reinvestment Development Authority (CRDA) - are giving up on the service, according to ACES spokeswoman Maureen Garrity.

Summer ridership met initial projections, with peak trains averaging 95 percent capacity from July 1 through Labor Day, she said. Southbound Friday night trips from New York City to Atlantic City were frequently sold out, she said.

The decision to scrap the seven runs was reached after a planned review of ridership patterns, something similar to what NJ Transit does with its regular train service, Garrity said. ACES and NJ Transit will evaluate the service in the spring for possible readjustment of its summer schedule, she said. Officials with the three casinos and NJ Transit could not be reached for comment.

The ACES train began service in February between the Atlantic City Rail Terminal and New York City's Penn Station.

The train - with bi-level cars that carry 300 passengers who can sit in coach or first-class seats - is designed to attract more customers to Atlantic City's struggling gaming halls. ACES operators market the service as a convenient, relatively inexpensive way to get to and from the resort in less than three hours. The initial one-way cost was \$50. ACES operators eventually altered fares, offering offering \$29 one-way trips and \$39 round-trip fares. The train's first run carried about 45 people. ACES officials said each trip costs about \$4,500. Borgata, Harrah's and Caesars paid \$15 million for the bi-level cars, which have comfortable leather seats and private areas for rent by small groups. The train's locomotives are leased from Amtrak by CRDA at a cost of \$4.8 million. Another \$4 million in operating costs are shared by CRDA and the three casinos.

In a related article, officials overseeing a rail line that carries casino gamblers from New York to Atlantic City disclosed Dec. 15 that the trains **have lost nearly \$6 million in the first year of operation.** To keep the Atlantic City Express Service on track, the state Casino Reinvestment Development Authority approved an extra \$2 million in funding to subsidize the operating costs. In return for the new CRDA money, Harrah's Resort, Caesars Atlantic City and Borgata Hotel Casino & Spa, which underwrite most of the rail line's operations, have agreed to keep the trains running for at least two more years, officials said. *[The Press of Atlantic City - Courtesy of David Kelly, Conrail]*



SEPTA Moves Ahead On Extending R3 Rail Line

SEPTA took another step toward restoring rail service to Wawa in Delaware County with approval of nine property easements necessary for the construction, the *Philadelphia Inquirer* reports.

SEPTA plans to spend about \$100 million to extend the R3 line three miles from Elwyn to Wawa and to build a new railcar storage yard. The new Wawa station will have a parking lot with 600 spaces; it is designed to ease overcrowding at the Media and Elwyn stations. Service to Wawa, which was halted in 1982, is expected to be restored by the end of 2013. Population growth in western Delaware County and southern Chester County prompted the project.

The SEPTA board authorized \$47,315 for easements on private property adjoining the rail line. The land will be used during construction. *[Railway Track and Structures]*



THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN FEBRUARY

Feb. 1903 - Construction of Atglen & Susquehanna low grade freight line begins.

Feb. 20, 1908 - Shields meet on first PRR East River Tunnel, Tube D; toy representation of *Congressional Limited* passed by air pressure through 8-inch pipe running between headings as "first train through tunnel".

Feb. 14, 1915 - First position-light signals placed in service between Overbrook and Bryn Mawr; designed to provide high-visibility replacement for semaphores in electrified territory; eventually adopted as PRR standard.

Feb. 27, 1921 - PRR announces a new system of dedicated telephone lines to inform commuters on the Paoli Line of delays to trains; lines run from Broad Street to all station agents, who are equipped with bulletin boards to post any delay over 15 minutes.

Feb. 7, 1927 - New PRR office building at 15 North 32nd Street in West Philadelphia completed (later known as the "Food Fair Building"-Ed.).

Feb. 26, 1930 - PRR Board appropriates \$2 million for Philadelphia-Phoenixville electrification.

Feb. 10, 1935 - Revenue electric passenger service begins between New York and Washington; *Congressional* is first regular train to run through.

Feb. 1943 - Elizabeth Johns, first "trainwoman" on Philadelphia Terminal Division begins working the Paoli Local.

Feb. 18, 1947 - Eastbound *Red Arrow* derails at Bennington Curve, just east of Horseshoe Curve, and rolls down mountain; 24 killed and 126 injured.

Feb. 18, 1951 - PRSL announces a second order for six Budd RDC's, to be delivered by summer.

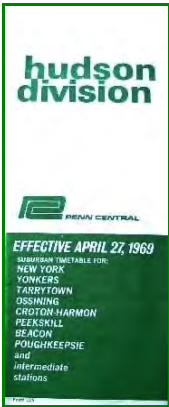
Feb. 16, 1955 - PRR introduces "Ladies Day" special Wednesday-only round trip excursion tickets for women for one-way fare between Philadelphia, Trenton and New York to encourage shopping and theater trips.

Feb. 15, 1958 - Heavy snowstorms hit PRR's Philadelphia and New York Regions; 13 inches at Philadelphia is highest since 1935; fine snow crystals infiltrate air intakes on electric locomotives then melt, grounding out traction motors; GG1's are disabled for first time; by Feb. 17 all freight and most passenger trains suspended; by morning of Feb. 18, only 5 of 139 electric locomotives working; this and following storms in Feb. and Mar. 1958 cost PRR \$10 million; contribute to \$8.8 million deficit for Feb. 1958; worst month's performance since Feb. 1951.

Feb. 12, 1961 - PRR imposes massive cutbacks in dining car service; all diners and Coffee Shop Tavern cars removed from New York-Philadelphia "Clockers" with the exception of diner on #202.

Feb. 21, 1965 - PRSL Atlantic City Station closes; replaced by small depot in former yard area.

Feb. 1, 1968 - Pennsylvania New York Central Transportation Company adopts trade name "Penn Central" and "worms in love" herald of intertwined P and C.



TIMETABLE 02-10

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

Saturday, January 30, 2010

Lancaster Chapter Winter Spectacular on the Cape May Seashore Lines. **SOLD OUT!**

Saturday, February 6, 2009

Super Saturday Streetcar Special XVII using a PCC-II over SEPTA's southwest Philadelphia routes by the Wilmington Chapter, NRHS. Info: www.daylightimages.com/streetcar.

Saturday and Sunday, February 6-7, 2010

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

Saturday and Sunday, February 20-21, 2010

Greenberg Train Show at the Valley Forge Convention Center, 1160 First Avenue, King of Prussia, Pa. Info: www.trainshow.org.

Saturday, March 6, 2010

Fund Raising Banquet at Columbia Station (former Reading Company Phoenixville Station), Four Bridge Street, Phoenixville, Pa. by the Reading Company Technical & Historical Society. James D. Porterfield, Guest Speaker. \$45 per person. Benefits the restoration of the Society's Café Car *Schuylkill*. Info: www.readingrailroad.org.

Saturday and Sunday, March 6-7, 2010

Greenberg Train Show at the Lancaster County Convention Center, 3 East Vine Street, Lancaster, Pa. Info: www.trainshow.org.

Saturday, March 20, 2010

EASTRAIL 2010 multi-media railfan presentation at the Warren Hills Regional High School, 41 Jackson Valley Road, Washington, Warren County, NJ by the United Railroad Historical Society of New Jersey. Info: www.urhs.org.

Saturday, March 20, 2010

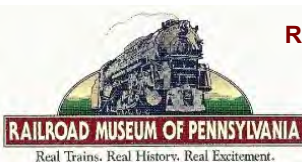
24th Annual Harrisburg Railroad Show & Collectors Market at the I.W. Abel Union Hall, 200 Gibson Street, Steelton, Pa. Sponsored by the Harrisburg Chapter, N.R.H.S. Info: Mark Irvin, 717-732-3867.

Friday through Sunday, March 26-28, 2010

Valley Forge Prototype Modelers Meet at the Desmond Great Valley Hotel and Conference Center, One Liberty Blvd., Malvern, Pa. by the Philadelphia Division, NMRA. Info: www.phillynmra.org.

Thursday through Saturday, April 8-10, 2010

Spring Board of Directors' Meeting in Huntington, WV hosted by the Collis P. Huntington Chapter.



ROUTE 741 EAST, STRASBURG, PA.

WWW.RRMUSEUMPA.ORG

717-687-8628

Monday, February 15, 2010

Presidents' Day

Sunday, March 14, 2010

Charter Day



Riding the Reading....

Reading Company events in
February

Feb. 25, 1860 - Locomotive *Wisconsin* collides with ballast train at Bridgeport, Pa.

Feb. 10, 1910 - Contract date to rebuild bridges for a third track west of Macungie, Pa.

Feb. 18, 1913 - Pres. George F. Baer of Reading Company turns down Charles M. Schwab's offer to purchase PRR's and Reading's holdings of Pennsylvania Steel Company through Kuhn, Loeb & Co. as price is too low.

Feb. 10, 1928 - CNJ-Reading cut New York-Atlantic City fares.

Feb. 5, 1933 - Reading inaugurates electrified suburban service to Chestnut Hill and Elm Street, Norristown; plans for electrification to Jersey City are dropped because of Depression.

Feb. 23, 1938 - Reading's five-car Budd streamliner christened the *Crusader* by opera star Lily Pons at a ceremony in Reading Terminal, Philadelphia.

JANUARY, 2010

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, January 18, 2010. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 54 members, 2 guests and 1 dog present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: Tom Shenk asked for a motion to approve the December minutes. Dennis Allen made a correction to the December minutes. The minutes stated he received profit checks from the chapter for recent chapter trips. It should read he received profit checks FOR the chapter from those trips. The money did not go to Dennis personally. Your Secretary apologizes to you for this oversight. Dennis Allen approved the motion and John Sweigart seconded the motion. The December membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Fred Kurtz announced that if anyone has dues renewals, they can hand them to him at tonight's meeting. Fred reported that last years' membership numbers were 212 regular memberships and 120 family memberships. So far this year, there are 160 regular memberships and 95 family memberships. Fred announced that National had 7 donations totaling \$197.00 and 30 donations to the Chapter totaling \$558.00. Fred announced new chapter member Anthony Murse.

CHAPLAIN: Chaplain Doris Geesey read a story to the chapter membership about "getting older." Doris announced that she received 'thank you' cards from Linda Himpsl and Mary Kerchner for their recent surgeries. Doris sent a sympathy card to the Carl Connelly family. Lorrie Steffy had knee surgery on January 13. The chapter received a Christmas card from Bradford Paulson of the Utica and Mohawk Valley Chapter N.R.H.S. If anyone has any information on any chapter members, please pass it along to our Chaplain.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for December. Tom announced that Charles Jones, Bill Richard, and Karen Roth have volunteered to be on the Audit Committee.

BOARD OF DIRECTOR'S REPORT: There was no Board Meeting for the month of January. Tom announced the next Board Meeting will be Monday, February 8, at 7:30 p.m. at the Christiana Freight Station.

NATIONAL DIRECTOR'S REPORT: Smoke Shaak attended the Board of Director's meeting held in Charleston, South Carolina. Smoke

reported that the deadline to apply for the Railway Heritage Grant is April 29, 2010. The dues process is at a 51 percent level and National needs audit personal for an Audit Committee to cover the increase. Cedar Rapids Iowa chapter made an agreement and paid National to hold the Convention there on June 11-18, 2012. Peggy Sweigart volunteers for National and sends all new members information packets. Since October, new member numbers have increased from 93 to 127. The Lone Star Rails and Duluth Convention accounts are closed with around \$900.00 income made for those chapters. The Endless Mountain Rails Convention will be held on June 21-26, 2010 at Scranton. Advanced registration fee is \$20.00 and must be postmarked by February 28, 2010. Smoke announced that the 2008 Yearbooks and the 2009 Bulletins have been mailed. The 2009 Yearbooks will be available on-line. The 2011 Convention will be held in Tacoma, Washington.

TRIPS: Ron Irwin gave an update on the chapter trip to Cape May set for Saturday, January 30. Ron announced that the trip is sold out. Tom announced that the flyers for the cruise to Europe set for Thursday, August 26, to Wednesday, September 8, 2010 were mailed. Tom thanked Ron and Dennis for all of the hours they spend getting trips organized for the chapter.

ANNOUNCEMENTS: Glenn Kendig gave an update of the December Christmas Open House at the Freight Station. Glenn announced a good turnout of people despite the bad weather Christiana had that weekend. Tom announced that he is still looking for a Kitchen Coordinator to run the kitchen. If interested, contact Tom. Glenn announced that the Christmas decorations at the Freight Station will be taken down on Wednesday, January 20, at 7:00 p.m. If anyone can help, come to the Freight Station on Wednesday night.

NEW BUSINESS: Tom Shenk reported that he would like to amend some of the Chapter Bylaws. If anyone is interested in joining the committee to change the Bylaws, please contact Tom. If no one volunteers, the Chapter Board members will make the changes to the bylaws. Walter Pouge donated railroad car prints to the chapter. Walter suggested the chapter display them around the Freight Station. Fred Kurtz reported that the chapter President cannot make a motion for the approval of the minutes as stated in the December newsletter minutes. Your secretary will correct this error in the upcoming newsletter minutes.

ADJOURNMENT: The chapter meeting was adjourned at 8:00 p.m. for the chapter program. A slide presentation was given by Frank Ferguson on the Alaskan Railroads.

Respectfully Submitted: Donetta M. Eberly - Secretary



**LESS THAN CARLOAD
SHIPMENTS**
LOCAL AND NATIONAL NEWS

Move Could Place Gettysburg Station In National Park

GETTYSBURG, Pa. — Gettysburg's ex-Western Maryland station will become part of Gettysburg National Military Park under a bill introduced into the House of Representatives, the *Gettysburg Times* has reported. The station, at which President Abraham Lincoln arrived prior to delivering the famed Gettysburg Address, is currently owned by the city. The city donated the land the depot sits on to the park in 2009. However, the park's boundary has to be officially expanded before a purchase can occur. The park service is currently negotiating with the city, and it's expected the depot will cost \$722,000.

The WM depot no longer sees any train service. The other station in town, the ex-Reading station, hosts the steam-powered tourist trains of the Gettysburg Railroad. [TRAINS News Wire]

THIS MONTH'S BANNER PHOTO

Penn Central No. 5024, an Electro Motive Division Model FL-9, at Croton-Harmon, New York in June, 1971.

OPERATION LIFESAVER REMINDS YOU...

Only cross tracks at marked crossings. Walk bicycles across tracks after looking both ways.



PENN CENTRAL COVER ARTICLE

This is a scan of the "Call Us Penn Central" pin that was issued to employees to be worn on February 1, 1968.




**156th Anniversary
Horseshoe Curve**

Feb. 15, 1854

-

Feb. 15, 2010



*Scranton, Pa. welcomes
you to Endless
Mountain Rails 2010*

June 21-26, 2010

*Celebrate 75 Years of
the National Railway Historical Society -
Hosted by the Lackawanna & Wyoming
Valley Chapter, N.R.H.S.*

www.endlessmountainrails.com





Scranton, PA Welcomes YOU to Endless Mountain Rails 2010 June 21 - 26, 2010

www.endlessmountainrails.com

Celebrate 75 Years of the
National Railway Historical Society
Hosted by the Lackawanna & Wyoming Valley Chapter, NRHS



EVENTS MAY INCLUDE:

- Evening Socials
- Access to the Steamtown National Historic Site
- Steam & Diesel Powered Excursions
- Preservation Seminars
- Night Photo Session
- Annual Banquet & Corporate Meeting
- Historic Exploration
- Tours of Anthracite Mines

ADVANCE MAILING INFO:

- Those who sign up for advance mailing will be sent the registration package at least 30 days before anyone else.
- Advance Mailing fee is \$30.00 for an NRHS member and other family members living at the same address.
- This \$30.00 fee is non-refundable.
- Advance Mailing fee entitles the member's household to one registration package.
- Advance Mailing requests must be post marked by January 30, 2010.
- Members receiving an Advance Mailing may only purchase tickets for those persons listed on their Advance Mailing request.

HOST HOTELS—Radisson at Lackawanna Station and Hilton Scranton & Conference Center

Advance Mailing Request - Please Print

Detach & Mail to:
Endless Mountain Rails 2010
PO Box 4195 • Wyoming PA 18644-0195

Name _____ NRHS Membership # _____

Address _____ City, State, ZIP _____

Phone: Daytime _____ Evening _____ E-mail: _____

Amount Enclosed _____ No. of Persons _____

Payment Method: Check (Payable to Endless Mountain Rails 2010) VISA/Mastercard

Credit Card # _____ Exp. Date _____ CV # _____ Signature _____

Please list additional persons (living at the same address) on reverse side of form.

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

CHAPTER FUND-RAISER TRIP ANNOUNCED

CALL FOR INFORMATION!

Norwegian Cruise Line – Northern European Capitals from London
Copenhagen, Berlin, Tallinn, St. Petersburg, Helsinki and Stockholm
NCL’s Norwegian Sun – 13-Day Northern European Capitals Sailing from London
Air/Cruise Dates – Thursday, August 26, 2010 to Wednesday, September 08, 2010

Travel Arrangements by:

Ridgeway Travel – 798 B New Holland Avenue – Lancaster PA 17602-2137 – (717) 394-7000

Lancaster Chapter NRHS Trip Committee

(Questions? – Please call between the hours of 9:00AM and 8:00PM)

Dennis & Sue Allen at (717) 786-4932 Ron & Deb Irwin at (717) 299-6405

February 08, 2010 – Monday 7:30pm – Board meeting at Christiana Freight Station

February 15, 2010 – Monday 7:30pm – Chapter Meeting - Christiana Freight Station

VIDIO – HISTORY OF TROLLEYS

IN CASE OF BAD WEATHER

***WE WILL HAVE MEETING INFORMATION ON FREIGHT STATION NUMBER
610-593-4968***

NO BOARD MEETING IN MARCH

Sunday – March 21, 2010 – 3:00pm – Chapter Meeting - Christiana Freight Station

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

MEMBERSHIP MEETING NOTICE

The Regular Membership Meeting of the Lancaster Chapter, NRHS will be held at the Christiana Freight Station, Christiana, Pa. on Monday, February 15, 2010, 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

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

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

FIRST
CLASS
MAIL