

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 41 NUMBER 10

OCTOBER 2010



Altoona Mirror Newspaper
Tuesday Evening, February 18, 1947



THE WRECK OF THE RED ARROW

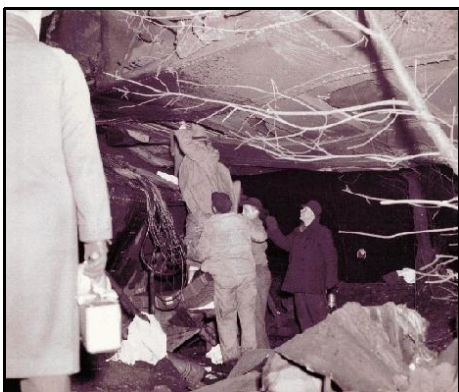
At approximately 3:22 a.m. on the morning of Tuesday, February 18, 1947, Train No.68, The Red Arrow, a passenger train with sleeping cars, was making its normal run from Detroit to New York when something went terribly wrong. As the train neared the Gallitzin Tunnels, two miles away from the Horseshoe Curve, the train was on a downhill grade. At an excess of 50 miles an hour, the train entered Bennington Curve, ½ mile east of Tunnel Hill at Gum Tree Hollow, and derailed, plunging into a 200-foot deep gorge. It was a cold, icy night and it has been speculated that ice on the rails might have caused the train to slide and accelerate despite the best efforts of the engineer and crew.

The train carried 155 people on board. There were two engines, a baggage car, coach, mail car and two sleeper cars that slid down the steep hundred-foot embankment. Up near the tracks were five sleeper cars and a dining car that had also derailed. Of the fourteen cars on the train, eleven left the rails that morning. It was a disaster for all aboard. The crash happened on a slope leading to Cresson Mountain. It was probably one of the worst places for the crash to have happened because Cresson Mountain is the highest section of the Allegheny Mountains, with an altitude of over 2,100 feet.

Help came quickly to the wrecked train. Still, it would be some time before the survivors could be taken off the cold mountain. Those at the scene would later describe seeing train cars scattered everywhere along the embankment at bizarre angles as if thrown there by a giant hand. Miscellaneous items from the train cars were scattered about and one man said that pillow feathers floated around like snow for some time.

Inside the cars there was panic and chaos. People struggled to climb from the twisted wreckage. Others were pinned and cried out for help. Yet other people were screaming out the names of loved ones. A rescuer named Tom Lynam, a photographer from Altoona, later described stepping over bodies to reach the train. He stated, "I shone my flashlight inside and saw arms and legs sticking up."

Men with acetylene torches were cutting into the cars to help extricate the passengers. Others lay on the ground dead and people were trying to render aid to the injured.



Three rescuers lower a minister out of an overturned car at the bottom of the ravine - Altoona Archives

A Reverend Liberman of Canton, Ohio was in one of the train cars at the bottom of the embankment. It would later be learned that he had stayed in the car despite being able to leave it, and prayed with the injured. He calmed his fellow passengers and kept them calm until help arrived. He would later have to be lifted out of the train car.

There were two eastbound track lines still open and a train came to take the injured back to Altoona. There they were taken to the Altoona and Mercy Hospitals where they were tended. Over eighty people were admitted that night.

In the end, 24 people would die in the wreck. Most of the dead were killed upon impact. With a history like that, it is little wonder that Bennington Curve and the Gallitzin Tunnels have earned a ghostly reputation. Local lore offers several potential hauntings. Perhaps the most credible story was the first ghostly tale to surface.

Two years after the wreck, on the morning of February 18, a workman was up on Bennington Curve doing some maintenance work when he heard the sounds of a train. He looked up in surprise because he had checked the track schedule and no trains should have been on the curve that morning. The maintenance man did not see a train, but he heard it rushing toward him. Suddenly he heard a terrible crash, the scream of metal stressed and the thundering sound of train cars derailing. The sounds of voices raised in screams of terror followed quickly. Then all was silent. The frightened man stared around in silence. What had just happened? Where was the phantom train? He ran down beyond the curve to see if a train had derailed just beyond his view. Only wintry silence met him there, too. The troubled workman went back to work, but his mind puzzled over the strange events. He would not realize the significance of the date until later. He then would understand that he had heard the train crash at Bennington Curve on the second anniversary of the disaster. Through the years, a couple other folks have reported being on Bennington Curve on the anniversary date and hearing the sounds of the crash once more. No one has reported hearing the wreck in recent years, but then there is rarely anyone out on the track area today. It would require trespassing to get there, and it is not safe to trespass upon the railroad tracks. And so if the Red Arrow re-enacts its terrible demise today, no one living is there to witness it today--only the dead know if the haunting still occurs. [Central Pennsylvania Paranormal Examiner and www.tunnelhillboro.com]



**K4s locomotive facing up the steep incline
Altoona Railroaders Memorial Museum**



**Rescue workers at the top of the hill
Greg Sheets - Altoona Archive**



**View from the top looking over the edge of the wreck scene. Nurses are at the right of the photo.
Greg Sheets - Altoona Archive**



Rescue workers passing a stretcher atop the overturned railcars. Greg Sheets - Altoona Archive



**A passenger car hanging over the rim of the curve.
Greg Sheets - Altoona Archive**



Top view looking down the ravine at the overturned cars. Greg Sheets - Altoona Archive



**Workers looking inside twisted wreckage for possible survivors or victims.
Greg Sheets - Altoona Archive**



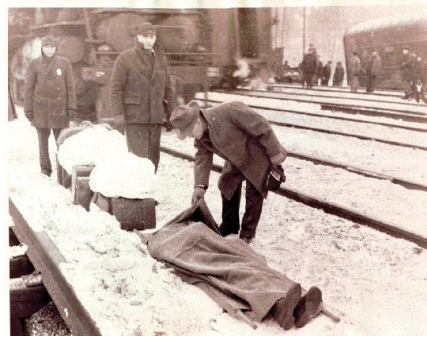
Passengers luggage and belongings are gathered at the top. Greg Sheets - Altoona Archive



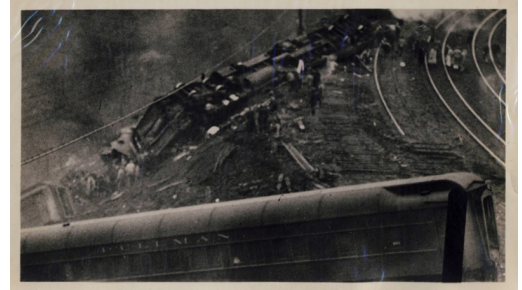
**Closeup of workers among the wreckage.
Greg Sheets - Altoona Archive**



Overturned tender from one of the K4s locomotives at the bottom of the ravine. Greg Sheets - Altoona Archive



Coroner Ed Walls confirming one of the deceased along the tracks on the curve. Greg Sheets - Altoona Archive



Overturned passenger cars on the curve. www.tunnelhillboro.com



Looking into the curve with wreckage on the right. www.tunnelhillboro.com



Rescue workers sifting through the wreckage of overturned cars. www.tunnelhill.com



Wreckage viewed from the bottom of the ravine shows overturned mail car, locomotive and passenger cars. www.tunnelhillboro.com



Rescue workers searching overturned equipment on the side of the ravine. www.tunnelhillboro.com



Looking down into the ravine. www.tunnelhillboro.com



Rescue workers passing a stretcher atop the overturned railcars. www.tunnelhillboro.com



Altoona Mirror Newspaper Wednesday Evening, February 19, 1947



Pennsylvania Railroad Advertisement for westbound "The Red Arrow" - 1949



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



Keystone Service Sets New Record

HARRISBURG, Pa. — Amtrak set a ridership record on its Keystone Line between Philadelphia and Harrisburg last fiscal year by carrying 1.277 million riders, the *Philadelphia Business Journal* has reported. From July 1, 2009, to June 30, 2010, a 3.9 percent jump over the prior year's ridership pushed Amtrak to the new record. Pennsylvania completed \$145 million in improvements along the route during 2006. And in January, the state received a \$27 million award from the American Recovery and Reinvestment Act to make further upgrades to the line.

"The Keystone Service is an excellent transportation option for commuters and leisure travelers alike, and these numbers prove that people are taking notice, said Allen Biehler, the state's transportation secretary. "As highway congestion worsens and fuel prices increase, people are looking for alternative transportation options. This service is easy to use and also provides access to communities along the route."

[TRAINS News Wire]

“Great Dome” Car Returns To Adirondack Service As Ridership Approaches Record Level

NEW YORK – Passengers riding Amtrak’s Adirondack train north of Albany 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 four-week return appearance from September 23 through October 24, 2010.

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 return of this immensely popular feature coincides with a dramatic rise in overall ridership on the Adirondack service that operates between New York and Montreal with counts approaching their highest totals in nearly 30 years. The historic upstate New York service has carried over 92,000 passengers so far this fiscal year (October 2009 – July 2010), representing a 15 percent increase in ridership over same time for the prior year, including a 25 percent hike in July alone, when compared to the same month a year ago.

“The ‘Great Dome’ car and the overall traveling experience on our Adirondack service continue to be a favorite among passengers as the recent ridership trends would indicate,” said Kevin Chittenden, Amtrak’s District Superintendent. “This unique equipment provides our passengers with a spectacular view of the changing of the seasons that should not be missed.”

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.

About the “Great Dome” Car

The only remaining dome car in Amtrak service, car number 10031, 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. [Edited from Amtrak]

Next Generation Bi-Level Passenger Rail Car Design Approved by Amtrak, FRA, and States

WASHINGTON – The approval of performance and technical design specifications for next generation bi-level passenger rail cars is a major achievement that supports Amtrak’s plans to advance and support the growth of new or existing state-supported corridor service, renew and replace its national fleet and foster the development of a domestic rail manufacturing industry.

“This clears the tracks and provides strong direction so Amtrak and states can move forward with modern bi-level equipment designed with updated passenger comfort, conveniences and safety features to meet the ever-increasing demand for more rail service,” said Amtrak President and CEO Joseph Boardman.

Amtrak, the Federal Railroad Administration (FRA), and interested states approved the new design as part of a Next Generation Corridor Equipment Pool Committee established under Section 305 of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008. Host freight railroads, passenger railroad equipment manufacturers and other passenger rail operators participated in the technical discussions as well.

The bi-level passenger car specifications are the first to be issued by the Section 305 committee and include three car types for use in corridor intercity passenger rail service: coach car, cab / baggage car, and café / lounge car. It is the third generation of the popular California Car design first introduced in the 1990s and subsequently advanced with Amtrak’s Surfliner equipment. The approved design specifications are available here.

Approval of this design supports the growth of state-supported passenger rail routes because the FRA has indicated that Federal funding support for the acquisition for equipment used in corridor services must meet the design specifications resulting from the work of the Section 305 committee.

Boardman explained that the finalization of this design also supports Amtrak’s implementation of a comprehensive Fleet Strategy Plan to replace and expand its national fleet of locomotives and passenger rail cars. This plan includes the priority replacement of approximately 250 of its bi-level Superliner 1 equipment that have been in service for nearly 30 years. With the bi-level design specifications now in place for corridor service, Amtrak can move forward with using this design as the foundation for the development of new bi-level long-distance

equipment to replace these aging Superliners.

The PRIIA Section 305 requirements were developed to primarily promote the creation of a pool of standardized, interoperable equipment for Amtrak and the states to use in various state-sponsored corridors with flexibility and efficiency. This pool equipment is meant to largely share design elements and systems in order to improve maintainability and lower design and acquisition costs. It can also incentivize the creation of domestic manufacturing capacity for intercity passenger rail equipment. [Amtrak]



CSX Reaches Agreement To Raise Keystone Viaduct

MEYERSDALE, Pa. — CSX has inked a memorandum of understanding with Somerset County officials to raise the Keystone Viaduct to clear double-stack cars, the *Somerset Daily American* (Pa.) has reported. The ex-Western Maryland structure now carries the Great Allegheny Passage bike trail over CSX's ex-Baltimore & Ohio main line east of Meyersdale.

The project is part of CSX's National Gateway, which aims to clear a path for intermodal and automotive traffic between East Coast ports and the Midwest. When complete, CSX will create 21 feet of clearance beneath the structure. The railroad will be able to conduct its work mostly from below, so interference with traffic on the bike trail should be minimal. The railroad is also making a donation of \$25,000 to the nonprofit Rails to Trails Association as part of the project. It'll be responsible for creating detour routes for trail users if that's required. Work is to begin next spring. [TRAINS News Wire]

CSXT Conducting \$10-Million Upgrade of its West Springfield, Massachusetts Freight Yard

WEST SPRINGFIELD - CSX Transportation has set December as its target to complete \$10 million in upgrades and improvements at its freight yard off Day Street in West Springfield, Mass. The work, which started in July, will consist mostly of extensive paving with an elaborate retention basin system for capturing and cleansing runoff before discharging the water into the city's storm water system, according to Maurice J. O'Connell, a regional vice president for CSX. There will also be landscaping, lighting, fencing and security cameras as well as new, less noisy cranes and about 3,000 feet of new track. The improvements should make the freight yard look like "a 21st century terminal," O'Connell said.

CSX is doing the work to be ready to take advantage of the fact that starting in 2012, Massachusetts will allow rail companies to "double stack" freight containers. That will allow them to put one container on top of another, doubling the amount of freight each car can transport. O'Connell said the state is in the process of raising bridges, and the rail company is undercutting tracks to make that possible. Because rail transport is three times more energy efficient than moving goods by truck, CSX officials are hopeful of increasing business. "There is a real opportunity to grow the business," O'Connell said.

Robert T. Sullivan, a spokesman for the company, said the U.S. Chamber of Commerce projects a doubling of freight traffic over the next 15 to 20 years.

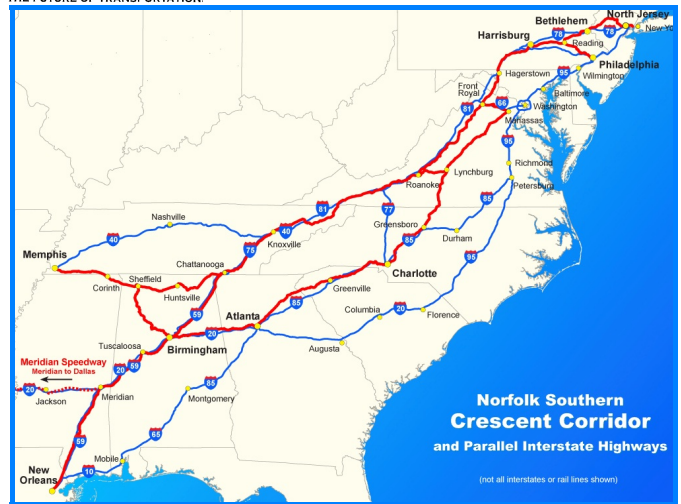
The officials said West Springfield's proximity to the Massachusetts Turnpike and Interstate 91 make it ideally located for freight traffic. Most of the containers on rail cars are transported to and from freight yards by trucks.

They said that the expansion could spur development of warehousing and other facilities in the area. Mayor Edward J. Gibson said that is a possibility, and that he is pleased to see the work get started as it has been years in the making.

"I'm always thrilled when we've got a business in West Springfield that is expanding," Gibson said. [The Republican - Springfield, Mass.]



Major Crescent Corridor Improvements Completed



RICHMOND, VA. – A critical choke point on Norfolk Southern's Crescent Corridor has been eliminated with a reconfigured rail junction near Front Royal, Va. This was the final and most complex of six capacity improvement projects in Northern Virginia to handle more trains at higher speeds. Funded by \$43 million from the Virginia Department of Rail and Public Transportation (DRPT) and nearly \$20 million from Norfolk Southern, the projects lengthened or built new passing tracks between Manassas, Va., and Front Royal, installed five miles of double track near the Virginia Inland Port, improved signal and traffic control systems, and increased train speeds through Riverton Junction near Front Royal.

The Crescent Corridor initiative supports the Commonwealth's goals for improving freight transportation in Virginia while facilitating passenger improvements.

About the Crescent Corridor

The Crescent Corridor consists of a program of improvements to infrastructure and other facilities geared toward creating a seamless, high-capacity Intermodal route spanning 11 states from New Jersey to Louisiana and offering truck-competitive service along several major interstate highway corridors, including I-81, I-85, I-20, I-40, I-59, and I-75. More than \$2 billion in projects have been identified to improve freight rail service and reduce interstate highway congestion. [NS Corp.]

"New Thinking, New Resolve, and New Optimism" Characterize Official Opening of Norfolk Southern's Heartland Corridor

RADFORD, VA., September 9, 2010 – Norfolk Southern's Heartland Corridor – one of the most extensive railroad engineering projects in modern times and a template for public-private partnerships that strengthen the nation's transportation infrastructure – officially opened for business today.

A ceremony at the railroad's recently enlarged Cowan Tunnel near Radford marked the occasion, as Norfolk Southern Train 233 pulled through at 11 a.m. with a consist of 148 double-stack containers moving to the Midwest. Train 233 paused near the 3,302-foot tunnel's western portal, where it was greeted by the corridor's partners, designers, and builders, as well as news media and NS officers and employees.



“This is a remarkable achievement, and it marks a notable date in transportation history,” NS CEO Wick Moorman told the group. “Together we have shown what can be accomplished when the right partners work together for the right goals. The Heartland Corridor’s completion is not an end but rather the start of an era of new thinking, new resolve, and new optimism in which business, communities, and the public sector find creative ways to power the American economy.”

The Heartland Corridor is a public-private partnership between NS and Virginia, West Virginia, Ohio, and the federal government to create the shortest, fastest route for double-stack container trains moving between the Port of Virginia and the Midwest. The new routing improves transit time from Norfolk, Va., to Chicago from four days to three and is nearly 250 miles shorter than previous circuitous routings.

To achieve that, NS raised vertical clearances on 28 tunnels and removed 24 overhead obstacles on one of its main lines connecting the Mid-Atlantic to the Midwest. Construction began in Oct. 2007 and involved modifying 5.7 miles of tunnels through roof excavation and liner replacement, arched roof notching, and track lowering and realignment.

The line dates back to the late 19th Century and traditionally has carried mostly coal traffic. Today, the Heartland Corridor improvements provide more capacity, speed, and reliability not just for coal trains but for the 20-foot, three-inch-high container trains that carry a diverse range of products required for international commerce and consumer demand.

The Heartland Corridor and Norfolk Southern’s other public-private partnerships, such as the Crescent Corridor program of improvements to infrastructure and other facilities through 13 states from Louisiana to New Jersey, also offer a number of social benefits.

Today’s program at Cowan Tunnel was one of three events related to the Heartland opening. An open house on Sept. 8 at the Rickenbacker Intermodal Terminal in Columbus, Ohio, highlighted the freight transfer facility that serves as the corridor’s western anchor. A gathering on Sept. 13 in Prichard, W.Va., will feature one of the first eastbound intermodal trains on the route.

“Demand for rail freight service in the U.S. is expected to nearly double by 2035, and that’s on a national transportation network that everyone agrees already is sorely stressed,” Moorman reminded the Cowan Tunnel group. “As recently as several years ago, the crystal ball was too cloudy to provide a roadmap for meeting the coming challenges. Now, the Heartland Corridor provides a clear and workable vision of the way forward.” *[Edited from NS Corp.]*



THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN OCTOBER

Oct. 1, 1930 - Pres. Hoover travels to North Philadelphia by special PRR train for first game of World's Series at Shibe Park.

Oct. 1931 - Last of three old rail bridges over Schuylkill River between Broad Street Station and West Philadelphia razed.

Oct. 28, 1933 - PRR announces temporary withdrawal of all P5a's to correct defects in axles; almost all units sent to Wilmington Shops for heavier axles; all returned to service by mid-December; most passenger trains revert to steam operation in interim.

Oct. 15, 1935 - New "B&P JCT." Interlocking placed in service at Baltimore, Md.

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

Oct. 1937 - Second pair of tracks and platform opens on lower level of 30th Street Station, Philadelphia.

Oct. 30, 1939 - New York World's Fair closes for 1939 season; PRR/LIRR hauls 15.7 million passengers to Fair or one of every four visitors.

Oct. 8, 1940 - The Hal Roach movie *Broadway Limited* begins location shooting at Pittsburgh with No. 3768, removed early from World's Fair; film uses a combination of studio sets and location shooting; is a flop when it opens in 1941.

Oct. 22, 1941 - PRR board approves purchase of first EMD 4,000 HP passenger diesel (2 E7A units); authorizes modernization of Pittsburgh Union Station including respacing of tracks and replacement of train shed.

Oct. 1944 - Last of 65 Class J1's, No. 6174, outshopped at Juniata.

Oct. 9, 1946 - PRR authorizes installation of wayside and cab signals between "ARSENAL" and "STADIUM" in Philadelphia.

Oct. 18, 1949 - Budd RDC-1 demonstrator, No. 2960, makes round-trip from Broad Street Station to Parkesburg, Pa.

Oct. 18, 1950 - PRSL receives first order of six Budd RDCs, numbered M-402 through M-407.

Oct. 15, 1953 - PRR announces severe cuts in Philadelphia-Norristown service after Pennsylvania PUC refuses to permit cutback to Manayunk.

Oct. 20, 1954 - Centennial of Horseshoe Curve celebrated with a night photograph of two posed freights and the westbound *Trail Blazer* illuminated by 6,000 Sylvania flash bulbs; used on annual report cover.

Oct. 25, 1955 - Single-tracking with CTC placed in service between Clayton and Harrington, Del.

Oct. 20, 1957 - Last PRR steam excursion operates from Baltimore to Northumberland, Pa. behind L1 No. 520; excursionists view PRR Historical Collection of steam locomotives and cars.

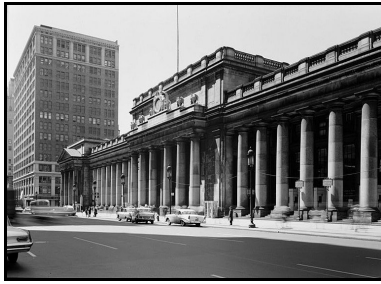
Oct. 25, 1958 - Last run of PRSL passenger train between 10th Street, Ocean City, and Ocean City Gardens.

Oct. 27, 1959 - D.F.S. Corporation incorporated in Delaware; stands for "Diesel Fuel Storage"; owns and leases oil storage facilities at Cincinnati, Conway, East St. Louis and Philadelphia to PRR.

Oct. 29, 1960 - Commuter trains make last runs between Manayunk and Norristown (Haws Avenue).

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

Oct. 29, 1962 - SEPACT establishes named commuter trains on Chestnut Hill Line: *Carpenter Express* and *Queen Lane Express* (eastbound) and *Penn Center Express* (westbound).



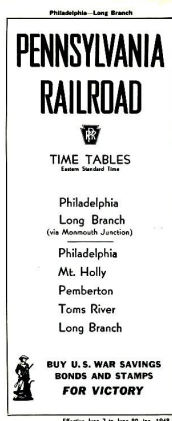
Oct. 28, 1963 - Demolition of Penn Station, New York, begins at 9:00 AM; at 10:30, officials hold a ceremony when crane removes four eagles from 33rd Street facade; in late afternoon members of AGBANY (*Action Group for Better Architecture in New York - Ed.*) hold protest wearing black

armbands and carrying placards with the word "Shame!"

Oct. 6, 1964 - First Lady Lady Bird Johnson leaves Washington on a four-day whistlestop tour to New Orleans; occupies PRR open-platform observation-parlor No. 7125, *Queen Mary*, which is repainted red, white and blue.

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 10-10

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

Through March 26, 2011

"ALMOST as fast as birds can fly: the railroad in Delaware history" includes documents, photos, artifacts and stories representing Delaware's railroad past and present. At the Delaware History Museum, 504 Market Street, Wilmington, De. Info: www.dehistory.org

Thursday thru Sunday, Sept. 30-Oct. 3, 2010

Princeton Junction 2010 - Mid-East Region, NMRA Convention at the DoubleTree Hotel, 4355 US

Route 1, Princeton, NJ 08540. Info: www.mer.nmra.org/MERConv/MERConv.html.

Friday Evening and Saturday, October 1-2, 2010

West Chester Railroad Railfan Photo Sessions 2010. Photo sessions and train rides at West Chester, Pa. Info: www.westchesterRR.com.

Saturday and Sunday, October 2, 9, 16, 17, 2010

Reading & Northern Steam and Diesel Excursions to Jim Thorpe, Pa. Info: www.readingnorthern.com.

Saturday, October 2, 2010

Hurlock Fall Festival in Hurlock, Md., beginning with a parade at 10 a.m. and followed by train rides on the Maryland & Delaware Railroad at 11:00 a.m., 12:30 p.m., 2:00 p.m., 3:30 p.m. Train rides are \$5 per person, round trip, Hurlock to Federalsburg. Trains depart from the Hurlock Train Station. Call the Hurlock Town Office at 410-943-4181 for ticket reservations and more information.

Saturday and Sunday, October 2-3, 2010

Altoona Railfest 2010 & 50th Anniversary of the East Broad Top Railroad at the Railroaders Memorial Museum and East Broad Top Railroad. Info: www.railroadcity.com. >>> Note new date <<<

Friday thru Sunday, October 8-10, 2010

East Broad Top Fall Spectacular at Orbisonia, Pa. Info: www.ebtrr.com.

Thursday thru Saturday, October 14-16, 2010

Eastern Division Train Collectors Association Train Meet at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: www.easterntca.org.

Saturday and Sunday, October 16-17, 2010

Railfest Steam Days Weekend at the Baltimore & Ohio Railroad Museum in Baltimore, Md. Info: www.borail.org/special-events.shtml.

Saturday and Sunday, October 23-24, 30-31, 2010

Great Pumpkin Express on the West Chester Railroad. Info: www.WestChesterRR.com

Sunday, October 24, 2010

Farewell to the Budd Silverliner II's - tour on SEPTA's Regional Rail System by the Friends of Philadelphia Trolleys. Departs 30th Street Station at 9:30 am. Fare: \$70.00. Info: FPT2799@comcast.net.

Saturday and Sunday, October 30-31, 2010

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

Thursday thru Sunday, November 4-7, 2010

75th Anniversary N.R.H.S. Fall 2010 National Conference hosted by the Lancaster Chapter at the Best Western Eden Resort Inn, Lancaster, Pa.

Saturday and Sunday, November 27-28, 2010

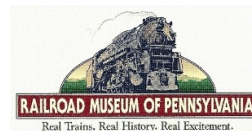
Greenberg's Train & Toy Show at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ. Info: www.greenbergshows.com.

Saturday and Sunday, December 4-5, 2010

Greenberg's Train & Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, Md. Info: www.greenbergshows.com.

Saturday and Sunday, December 11-12, 2010

Greenberg's Train & Toy Show at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, Pa. Info: www.greenbergshows.com.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Thru Friday, December 31, 2010

Trains In Motion Pictures Exhibit

Friday thru Sunday, October 8-10, 2010

Fourth Annual Model Railroading Days

Sunday, October 10, 2010

Garden Railway Tours

Saturday and Sunday, November 6-7, 2010

Trains & Troops

Saturday, November 6, 2010

Taking The Swing Train 1940s Dance

Saturday, December 4 and 11, 2010

Home For The Holidays

Saturday, December 4 and 11, 2010

Polar Express Parties - Registration begins October 18, 2010.



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

Oct. 31, 1932 - Reading and PRR officials join Atlantic City Mayor Harry Bacharach in announcing plans for new Union Station.

Oct. 28, 1957 - PRR Pres. Symes and Reading Pres. Joseph A. Fisher dedicate "Penn-Reading Lines" model railroad at Franklin Institute in Philadelphia.

Oct. 30, 1960 - PSIC begins "Operation Shawmont" on Reading's Norristown Branch.

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, 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 Sunday, September 12, 2010. The meeting was called to order at 3:40 p.m. by President Tom Shenk with 48 members present.

MINUTES: President Tom Shenk asked for a motion to approve the August membership meeting minutes. Steve Himpls approved the motion and Lou Hauck seconded the motion. The August membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: In First Vice-President Fred Kurtz's absence, Tom Shenk announced that registration forms for the Fall Conference will be available on the chapter website (www.NRHS1.org).

CHAPLAIN: Chaplain Doris Geesey read a poem to the chapter membership entitled "Time is a Changing." On behalf of the chapter, Doris sent a card to Dutton Peters, whose wife passed away on August 14. Get well cards were also sent to John Irwin and Helen Shaak. Doris announced that chapter member John Groff passed away. The chapter received a thank you card from Harry Evans, who was recently hospitalized. Gloria Sweigart notified Tom Shenk that her husband, Richard, is having surgery. If anyone has any information on any chapter members (illnesses, birthdays, anniversaries), please pass it along to our Chaplain.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for the month of August.

FALL CONFERENCE: Tom Shenk announced that for the NRHS 75th Anniversary Fall Conference, everyone is welcome to attend Steve Barry's Multi-Media Rail presentation on Thursday, November 4 and Dennis Allen's slide presentation on Friday, November 5. The Chapter Banquet will be held on Saturday, November 6 at the Eden Resort Inn, Lancaster at a cost of \$35.00 per person. There are about one hundred different door prizes that will be given away at the Banquet. The Banquet guest speaker is author Dennis McInay. Mr. McInay will be discussing his latest book, "The Wreck of the Red Arrow-An American Train Tragedy." If chapter members would like to participate in any tours for the 75th Anniversary Fall 2010 Conference, they must fill out and return the Registration Form. If you plan on attending the presentations given by Steve Barry and/or Dennis Allen or the Banquet, you do not have to return the Registration Form. Tom Shenk went over some of the activities planned for the Fall Conference: Strasburg Railroad, Wilmington & Western Railroad, lunch at the Christiana

Freight Station, visit the Manheim Historical Society, Ma and Pa Railroad and Muddy Creek Forks. Tom also announced that the (National) Board Meeting for Sunday, November 7 will start at 8:30 a.m. Tom Shenk announced that he needs volunteers to help with the Fall Conference Registration Table. If interested, please contact Tom.

ANNOUNCEMENTS: Tom Shenk announced that he needs one or two more volunteers to serve on the Nominating Committee. If interested, contact Tom. Marlyn Geesey gave a summary of the steam project the chapter will be hearing about at the October membership meeting's program with guest Reed Anderson. Steve Himpls reported that the painter has started the painting work on the caboose. Steve also has the letter stencils needed for the caboose. Ed Mayover provided a full-color photo of the caboose as originally painted by Conrail in May, 1976. Steve showed the chapter members the color photo. Ed also provided the name of the person contacted at the Juniata Locomotive Shop for the Conrail Blue paint color code for the caboose. Tom Shenk announced that the next (Chapter) Board Meeting will be held Monday, October 11, 2010 at the Ridgeway Travel Office in Lancaster, Pa.

ADJOURNMENT: The Chapter Meeting was adjourned at 4:00 p.m. for the annual Chapter Picnic. The chapter hopes to have Reed Anderson of the York County Hanover Junction Steam Rail Project for the October Membership Meeting program.

Respectfully Submitted: Donetta M. Eberly - Secretary

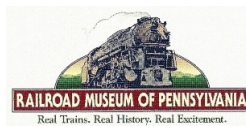


LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



Draft EIS Issued For Proposed New Corman Line

The Surface Transportation Board announced that its Section of Environmental Analysis has issued the Draft Environmental Impact Statement (EIS) for the proposed construction, operation, and reactivation of a 20-mile rail line between Wallacetown and Gorton, Pa. by R.J. Corman Railroad Co. Pennsylvania Lines Inc. Corman plans to build a new 10.8-mile line over abandoned right-of-way and reactivate a connecting 9.3-mile rail-banked line. Corman says the resulting line could serve a new landfill, quarry, and an industrial park as well as "several other interested shippers." Two unit trains daily are envisioned. [*Railway Age Rail Group News*]



A Bobber Reborn

In July 2010 the Railroad Museum of Pennsylvania completed restoration of the historic Pennsylvania Railroad ND cabin car No. 478396. Built in the Altoona Shops in 1913, No. 478396 was used on the Pennsylvania Railroad Middle Division -- Harrisburg to Altoona -- and was one of the last four-wheeled "bobber" style cabin cars in use.



No. 478396 was sold by the Pennsylvania Railroad to the Huntingdon & Broad Top Mountain Railroad in 1940. The car later passed through several hands, with Larry H. Williams of Saxton, PA donating it to the Museum in 1998.

The cabin car (sometimes called caboose) was returned to Huntingdon & Broad Top Mountain livery. Under the direction of the Museum's respected Restoration department, staff, volunteers, an intern from Thaddeus Stevens College

of Technology and contractors performed the work.

Work on the restoration of No. 478396 was begun in the fall of 2006. Approximately 9,700 man hours were expended in completing the project, and the cost of materials totaled \$32,000. The car is now on display on in the Museum's Rolling Stock Hall. *[Railroad Museum of Pennsylvania]*

Roundhouse Design Commences!

\$500,000 has been released by Governor Edward G. Rendell for the design of a 16,000 square foot roundhouse in the Outdoor Storage Yard to be located at the museum's existing turntable which is the focal point of our restoration yard.

In September 2010, the architectural firm of Erdy McHenry, Philadelphia, was engaged by the Pennsylvania Department of General Services to design the roundhouse. Erdy McHenry has been recognized by the American Institute of Architects for excellence in design. The firm focuses on a self-described creative, solutions-based approach to design where understanding the building site and its historical relationship to the program is essential. Clients have included Temple University, One Penn Square West, the Southern Poverty Law Center, Saint Aloysius Church and Comcast.

The roundhouse will be able to house a significant number of the museum's extensive collection of historic locomotives and rolling stock currently stored outdoors. Many of the locomotives that will be preserved in the new building are listed on the National Register of Historic Places and are among the only surviving examples of their kind.

This roundhouse which will provide permanent, climate-controlled storage for the museum's historic collection of PRR steam and electric motive power, among other items. The Governor's Office anticipates releasing an additional \$6.1 million in construction funds for the roundhouse later in the current fiscal year.

"This project represents a major step forward for the Railroad Museum of Pennsylvania," Museum Director Charles Fox points out, "allowing us to raise the standards of our already world-class institution even higher. Once the roundhouse is in place, and in conjunction with the completion of a new geothermal HVAC system in the Museum and updated exhibits, the entire interpretive experience we offer to visitors will have been reshaped and improved, and we will have become much more effective caretakers of this unequalled collection of American railroading artifacts." *[Railroad Museum of Pennsylvania]*

THIS MONTH'S BANNER PHOTO

PRR 5774, Class BP20, in commuter service on the New York & Long Branch at Asbury Park, New Jersey in October, 1957.

The BP20 was a streamlined 2000 horsepower passenger diesel built by Baldwin in 1948 only for the Pennsylvania Railroad. It rode on A1A trucks virtually identical to those used under Alco PA's and Fairbanks-Morse "Erie-built".

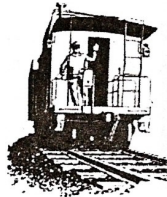
Like an EMD E-unit, the BP20's had two diesel power plants - in this case, a pair of 1000 horsepower Baldwin six-cylinder in-line supercharged engines. In terms of styling, they received the "sharknose" configuration developed by Hadley, Ryder and Pedersen and applied to the RF16 and other late Baldwin cab units.

There were 18 A units and nine B units constructed. Originally intended for high speed service on name trains between Harrisburg and Chicago, they proved to be unreliable in service and, downgraded to 1600 hp, they were relegated to secondary duties about 1956, notably on commuter operations for the New York and Long Branch. They were all scrapped in the early 1960's.



OPERATION LIFESAVER REMINDS YOU...

Check that second track. A second train could be hidden by the one you stopped for. Make sure it's clear in both directions before you move.



LAST RUN - CHAPTER MEMBER

VIRGINIA M. "GINNY" IRVIN

Virginia M. "Ginny" Irvin, 84, of New Holland, formerly of Upper Darby, died Tuesday, July 27 at Ephrata Community Hospital. She is survived by her husband, Chapter Member C. Bruce Irvin. They would have been married for 49 years on October. Born in Wilkes Barre, she was the daughter of the late Melvin and Mae (Jones) Nagle. Ginny worked at General Electric in Southwest Philadelphia for 39 years. She was a member of Christ Lutheran Church, Upper Darby. She enjoyed knitting Christmas socks for family members. She and Bruce were members of the National Railway Historical Society. Together, they spent 10 years helping to restore former Reading FP7's #902 and 903, which are now used for excursion service. A memorial service was held on Saturday, July 31, at Christ Lutheran Church A second memorial service was held at Garden Spot Village Chapel on Tuesday, August 3. Interment was at Sky-View Memorial Park, Tamaqua. *[Edited and enhanced from Groff-High-Eckenroth Funeral Home, Inc.]*



LAST RUN - CHAPTER MEMBER

JOHN R. GROFF

John R. Groff, 76, of Ronks, died peacefully at home on Sunday, August 22, 2010. He was the husband of the late Jean (Fix) Groff, who died in 2005.



John was raised on his family's farm in Paradise Township which, until recently, had only been farmed by the Groff family.

He retired from the Electronic Test Equipment Manufacturing Company, Lancaster. He was an avid fan of Model Railroading and constructing models of airplanes and famous buildings. He also enjoyed collecting railroad memorabilia and was a member of the National Railway Historical Society. John was a long time member of First Presbyterian Church of Strasburg. He had an unusual affection for dogs and cats.

Born in Lancaster, John was the son of the late John E. and Serena (Rittenhouse) Groff. He is survived by cousins and many friends and neighbors. *[Bachman Funeral Home via Chapter Member Fred Kurtz]*



HAPPY HALLOWEEN

**BEWARE OF GHOSTS AND
GOBLINS ON THE
TRACKS.....**





N.R.H.S. 75TH ANNIVERSARY FALL CONFERENCE BANQUET SATURDAY EVENING, NOVEMBER 6, 2010

**THE COURTYARD AT BEST WESTERN EDEN RESORT INN
GPS - 222 EDEN ROAD, LANCASTER PA 17601-4216**

6:00 - 7:00 PM - Social Hour with Cash bar and Cheese/vegetable tray with chips and pretzels

7:00 - 8:30 PM - Dinner featuring either Chicken Breast Chardonnay or Smoked Country Ham
with Peach Brandy Sauce

Both entrees are served with: Medley of Fresh Seasonal Fruit, Mixed Green Salad with Ranch or Italian Dressing, Green Bean Almondine, Baked Potato, Rolls and Butter, Shoo-Fly Pie



PROGRAMS AFTER DINNER

FRED KURTZ, FIRST VICE PRESIDENT, LANCASTER CHAPTER - HISTORY OF THE N.R.H.S.

GUEST SPEAKER - AUTHOR DENNIS P. MCILNAY

Mr. McIlnay will be discussing his latest book, *The Wreck of The Red Arrow - An American Train Tragedy*, an historical account of the tragic wreck of the Pennsylvania Railroad's eastbound train "The Red Arrow" near Bennington Curve, west of Altoona, Pa., in February, 1947. His latest book will be available for purchase and autograph, if desired.

BANQUET WILL CONCLUDE WITH DOOR PRIZES

THE BANQUET COST FOR 2010 IS \$35.00 PER PERSON



>>> DEADLINE FOR PURCHASING TICKETS IS THE OCTOBER 18, 2010 CHAPTER MEETING <<<

Name _____

Address _____

City _____ State _____ Zip _____

Entree Selection at \$35.00 per person

Number of Chicken Breast Chardonnay _____ Amount Enclosed \$ _____

Number of Smoked Country Ham _____

Make check payable to: LANCASTER CHAPTER, NRHS

Mail to: Lancaster Chapter, NRHS

Ridgeway Travel

798B New Holland Avenue

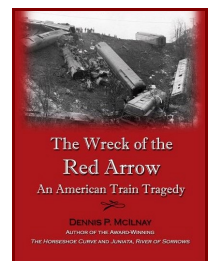
Lancaster, PA 17602-2137

Information:

Tom Shenk

Office - 717-394-7000

Home - 717-560-1186



“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

OCTOBER

OCTOBER 11, 2010 - Monday, 7:30 pm - Chapter Board Meeting at Ridgeway Travel in Lancaster, Pa.

OCTOBER 18, 2010 - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting. We hope to have Reed Anderson and/or Bob Trebatoski with the York County Hanover Junction Steam Rail Project. **FINAL SALES OF BANQUET TICKETS AT THIS MEETING.**

OCTOBER 23, 2010 - Saturday, 9:00 am - Christiana Freight Station. Chapter caboose work session.

NOVEMBER

NOVEMBER 04-07, 2010 - Thursday through Sunday - Lancaster Chapter is hosting the 75th Anniversary Fall National Conference at the Best Western Eden Resort Inn in Lancaster. Please contact Tom Shenk if you can assist.

NOVEMBER 06, 2010 - Saturday, 6:00 pm - Courtyard at the Eden Resort Inn. N.R.H.S. 75th Anniversary Banquet with guest speaker Dennis P. McIlroy discussing his latest book, *The Wreck of the Red Arrow - An American Train Tragedy*, which will be available for purchase and autograph, if desired. **ALL CHAPTER MEMBERS ARE INVITED TO ATTEND. BANQUET ORDER FORM IS ON PAGE 10 OF THIS ISSUE OF THE DISPATCHER.**

NOVEMBER 15, 2010 - Monday, 7:30 pm - Christiana Freight Station. Regular Chapter Membership Meeting. Philadelphia Chapter, N.R.H.S. President Frank Tatnall is scheduled to present a slide program entitled “The Pennsylvania Railroad in the Harrisburg, Pennsylvania area” (with a sprinkling of the Reading Company).

Chaplain Contact Information:**Doris Geesey****Email: rscooter2@comcast.net****Phone: 717-347-7637****Please keep our Chaplain informed of member news**

75TH ANNIVERSARY FALL NATIONAL CONFERENCE EVENTS AVAILABLE TO CHAPTER MEMBERS AT NO CHARGE

THURSDAY EVENING, NOVEMBER 4, 2010 - 7:30 PM - MULTI-MEDIA RAIL PRESENTATION BY STEVE BARRY

Steve will highlight his photographic work from the past year along with some of the “best” from his archives

Steve Barry is the Managing Editor of *Railfan & Railroad Magazine*. Steve was born in New Jersey in 1957. He has photographed railroads in 49 states and many Canadian provinces. He had his first photograph published in 1979 in *Passenger Train Journal*, and his first article appeared in *Rail Classics* in 1983. In 1990 he began writing a regular column for *Railpace Newsmagazine*. He joined the staff of *Railfan & Railroad* in 1996 and became editor in 1998. When asked what his favorite photo subjects are, Steve will answer “**Everything**”, and has about 140,000 slides to prove it (although he went digital in 2006). On any given weekend, you can find him on a steam photo charter, exploring New York City’s subways or just hanging out along a main line. An N.R.H.S. member, he serves as National Director for the Wilmington Chapter. He also organizes streetcar photography charters in Philadelphia. Steve’s other interests include NFL football and *Star Trek* in all of its incarnations. He’s a country music collector and volunteers as a disc jockey for an internet radio station. Steve lives in Newton, New Jersey with his wife, Gen, and an assortment of dogs, cats and other critters. Gen doesn’t count the number of days Steve spends trackside and Steve doesn’t count the number of pets Gen has accumulated.

FRIDAY EVENING, NOVEMBER 5, 2010 - 7:30 PM - SLIDE PRESENTATION BY DENNIS ALLEN

Dennis’s slides will focus on Lancaster Chapter, N.R.H.S. activities

Dennis Allen is an amateur photographer. He loves to travel and document his journey with slides. He has traveled to over 90 countries. Dennis has served on the Lancaster Chapter, NRHS Board in many positions: President (twice), Vice President, National Director and many years as Treasurer. Dennis is on the Conference Committee serving as the Conference Treasurer. Dennis and his wife, Sue, live in Quarryville, Pa. Dennis has taken early retirement from Armstrong World Industries. He now manages household affairs, helps coordinate Lancaster Chapter trips and lends a hand at the Ridgeway Travel office in Lancaster when time allows. His slide presentation will feature the Lancaster Chapter’s activities including membership and fund-raising trips, rail excursions and both the 1985 and 1995 Conventions, which were hosted by the Lancaster Chapter.

...AND A REMINDER FOR ALL N.R.H.S. CHAPTER OFFICERS AND MEMBERS

SUNDAY MORNING, NOVEMBER 7, 2010 - 8:30 AM - NATIONAL BOARD MEETING

FOR THE FULL BOARD AND MEMBERS

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
Secretary:	Donetta Eberly	717-866-5514
Treasurer:	Leora Kennel	610-593-6592
Editor:	Ed Mayover	302-834-3662
Historian:	Evan Russell	610-269-7054
Chaplain:	Doris Geesey	717-347-7637
1st Director:	Cindy Kendig	610-593-6313
2nd Director:	Tom McMaster	717-274-5325
National Director:	Harold Shaak	717-484-4020

MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA. ON MONDAY, OCTOBER 18, 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@nrhs1.org

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FIRST CLASS MAIL !!!**

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