



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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APRIL 2011

Easter at Atlantic City



Easter Parade at Atlantic City is a never-to-be-forgotten event. No other day, no other place, so perfectly symbolizes the emergence from chill Winter to glad Spring. The famous Boardwalk, bathed in genial tempered airs from the ocean, is the mecca for thousands who flock here every year to join in this annual festival to greet the Spring beside the sea. Why not plan to be among those present this year? And for a swift, clean trip go by Pennsylvania Railroad . . . the most direct and comfortable way.

PENNSYLVANIA RAILROAD

MARCH - 1936

**THE LANCASTER CHAPTER BOARD OF DIRECTORS WISHES ALL
CHAPTER MEMBERS AND FRIENDS A VERY HAPPY AND SAFE EASTER**

THE ILLUSTRATION ABOVE IS FROM A PENNSYLVANIA RAILROAD LUNCHEON MENU DATED MARCH, 1936 - COLLECTION OF THE EDITOR

Conrail reports on its campaign to build a better railroad

On April 1, six struggling railroads became a single, more efficient railroad. Purpose: to give customers first-class service and become self-supporting.

Here are some of the things we've accomplished so far.

Five months is a short time in the life of any business enterprise. Certainly, in an enterprise as new and complex as Conrail, the results of these first few months can't be used to draw any long-term conclusions. All the same, we believe we've made a reasonably good beginning.

Conrail's progress is generally on target and in some cases ahead of target. But decades of neglect won't be offset overnight.

In our first five months of operations (April-August), we have achieved a number of noteworthy improvements.

Here are some examples:

Miles of track upgraded

Between April 1 and August 31, we've put down 2,309,933 new ties of the 4.2 million we expected to install in our first year of work. We've surfaced 4,663 miles of track and expect to surface a total of 8,300 miles by the end of our first year. We've laid 338 miles of continuous welded rail of the 700 on our first-year schedule.

That's right on target, and it's just the start of a 10-year, \$4.9 billion program that will virtually rebuild Conrail's network of track in 16 different states.

Rolling stock overhauled

We've overhauled 347 locomotives and 6,249 freight cars. Major overhauls, not just repainting.

We'll complete work on 600 locomotives and 12,000 freight cars in our first year. It's part of the job of

upgrading our 157,000 cars and 4,800 engines. (We have the nation's largest fleet of rolling stock.)

Service improved

We have a better way to run a railroad. In part, that means a more efficient way. So we've simplified routing and reduced yard time.

Some examples of new efficiencies: In Buffalo some freight that was formerly switched through two yards now moves through one. In North Jersey freight now moves into the yard that's closest to the customer.

All this saves shippers time and trouble, and cuts Conrail's costs.

Red tape and shipping time cut

Since June 1, a single, consolidated computer system has simplified keeping track of freight cars on our 17,000-mile network. This allows quick tracing of freight, faster billing, and saves Conrail \$4.5 million annually.

Some freight arrives significantly sooner than it used to. By consolidating rail and freight yard operations and running new trains on new schedules we have been able to eliminate hours and, in some instances, days in the actual movement of freight.

Consolidating lines and freight yards has also meant that we can group cars bound for the same place in just one train rather than several different trains — and that we can bypass time-consuming switching terminals.

Of course, the rebuilding of our tracks and engines has cut into on-time performance. But we will improve our performance as more overhauled engines move into service and more and more miles of track are upgraded.

A long way to go

Obviously, we still have a lot of work to do, in terms of improving

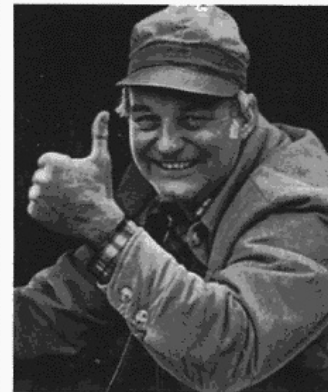
service, repairing equipment, and turning losses into profits. It won't be easy. And in the beginning, it will require heavy investment.

We expected to run a deficit for the first few years and we still do.

The U.S. Railway Association's Final System Plan for Conrail projected first-year losses of \$359,000,000. The projections were calculated on the basis of an accounting method called "depreciation accounting."

In the first quarter, actual net loss under this accounting system was \$34,432,000 on revenues of \$835,863,000. This was less than 10% of the first-year loss projected under the Final System Plan.

Obviously first-quarter results were somewhat better than might have been anticipated.



We mean to succeed — and so far we're moving on the right track. We have the people, the money, and the will to make Conrail work.



"A better way to run a railroad"

For information circle 215

76/MODERN RAILROADS, OCTOBER, 1976



APRIL 1, 1976

CONRAIL - 35 YEARS

APRIL 1, 2011



THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



Amtrak to Add 40 Coach Cars To Acela Express Under FY 2012 Budget Plan

WASHINGTON – Amtrak plans to begin procurement in fiscal year 2012 of 40 additional Acela Express coach cars to increase seating capacity on all existing high-speed train sets to meet growing ridership demand. The plan to purchase new high-speed equipment is part of the national passenger railroad's \$2.22 billion funding request submitted to Congress today.

"Investing in Amtrak is investing in America's transportation future and is an important component of any serious plan to reduce our dependence on foreign oil," said President and CEO Joe Boardman. "It is necessary to balance the real concern over federal spending with the ongoing need to invest in the nation's intercity passenger rail network to meet growing demand, support economic recovery and fuel the next generation of growth," he added.

The funding request for FY 2012 includes \$1.285 billion for capital investments to maintain and improve tracks, equipment and other infrastructure particularly along the Amtrak owned portions of the heavily traveled Northeast Corridor; \$616 million to support the operation of more than 300 daily trains; and \$271 million for debt service.

This federal funding is vital to the continued operation of Amtrak, will support revenues received from ticket sales and other sources, and is consistent with funding levels authorized by Congress in the Passenger Railroad Investment and Improvement Act of 2008.

Amtrak is also seeking \$50 million to start design and preliminary engineering work on the Gateway Project to build two new tunnels into Manhattan and expand capacity at New York Penn Station as the cornerstone of its vision for a 220 mph (341 kph) high-speed rail system capable of handling expected ridership growth for the next 100 years.

Due to efficiency improvements and investments in infrastructure and other systems in recent years, Amtrak covers 85 percent of its operating costs with ticket sales and other revenues requiring 15 percent to be supported with federal funds. Also, America's RailroadSM set annual ridership records in seven of the last eight fiscal years, including more than 28.7 million passengers in FY 2010. Plus, Amtrak has worked strategically to successfully cut its debt in half and improve its on-time performance so that on average nearly 4 out of 5 trains system-wide arrive at their endpoints on-time.

Under the plan to purchase 40 additional coach cars for the Acela high-speed service, each of the existing 20 Acela train sets would receive two additional coaches, increasing seating capacity by 130 per train. This will lengthen the train set from a 1-6-1 configuration to 1-8-1 (power car – passenger cars – power car) and require modifications to high-speed rail maintenance facilities in Washington, New York and Boston. If the procurement process begins in FY 2012, the first of the new Acela coaches would begin to enter service in FY 2014.

Acela trains carried more than 3.2 million passengers and earned more than \$440 million last fiscal year. On weekdays, Amtrak has seen an average of 80 percent of seats sold on the busiest segments with trains regularly selling out during peak hours. Acela, in combination with conventional rail service, has helped Amtrak achieve a 69 percent air-rail

market share on the Washington-New York route and a 53 percent air-rail market share on the New York – Boston route. Thus, Amtrak carries more passengers than all the airlines that serve these key routes. [Edited from Amtrak News Release - February 14, 2011]

Amtrak Marks 16 Straight Months of Ridership Growth

WASHINGTON – February marked 16 consecutive months of Amtrak ridership growth and was the best February on record with 2,099,010 passengers.

"The ridership increase shows the continued popularity of rail travel and the need for continued investment in passenger rail service," said Amtrak President and CEO Joe Boardman. "We anticipate demand for rail travel will increase with the rise of gasoline prices, and Amtrak is prepared to be there for passengers who want to leave the car behind."

This strong performance is part of a long-term trend that has seen America's Railroad set annual ridership records in seven of the last eight fiscal years, including more than 28.7 million passengers in FY 2010.

Specifically, there was a 7.6 percent increase in riders in February 2011 vs. February 2010, or more than 147,000 passengers. The 16 straight months of ridership growth spans from November 2009 to February 2011 and averages a 6 percent growth rate over this period.

Factors that are contributing to the success of Amtrak include a moderately improved economic environment allowing some recovery of business travel along the Northeast Corridor, sustained high gasoline prices, the increased appeal and popularity of rail travel, effective marketing campaigns, and the introduction of Wi-Fi on the high-speed Acela Express trains.

The highlights below compare the first five months of current FY 2011 (October 2010-February 2011) to the same period during FY 2010 and show increased Amtrak ridership across the country from coast to coast.

East Highlights

The high-speed Acela Express service continued its popularity with a ridership increase of 9.7 percent in the Boston-New York-Washington corridor. Amtrak's state supported Adirondack Service (New York City-Montreal) saw a 9.3 percent hike and the Piedmont service (Charlotte-Raleigh) experienced a significant gain of 101.8 percent following the introduction of an additional round-trip frequency last summer. In addition, Virginia routes had sizable gains with Washington-Lynchburg at 28 percent and Washington-Newport News at 16.8 percent.

Central Highlights

The Chicago hub experienced steep ridership gains as led by the Blue Water (Chicago-Port Huron) at 26.4 percent. In addition, the Chicago-Pontiac Wolverine Service was up 18.1 percent, the Chicago-Carbondale corridor up 16 percent, and the Chicago-St. Louis corridor was up eight percent. Also, the Missouri River Runner (Kansas City-St. Louis) experienced a 14.6 percent gain and the Heartland Flyer (Oklahoma City-Ft. Worth) was up 8.8 percent.

West Highlights

In California, routes experienced gains including the Capitol Corridor service (San Jose-Auburn) with 8.4 percent and the Pacific Surfliner service (San Luis Obispo-San Diego) with 6.1 percent growth.

National Highlights

Among the long-distance Amtrak trains, the Cardinal (New York-Chicago) had the largest increase of 17.1 percent. Other long-distance trains with strong gains were the Palmetto (New York-Savannah) at 16.6 percent, the Sunset Limited (New Orleans-Los Angeles) at 12.6 percent, the City of New Orleans (Chicago-New Orleans) at 10.9 percent, and the Lake Shore Limited (New York-Chicago) at 10.6 percent. [Amtrak News Release - March 10, 2011]

Amtrak Releases Second Heritage Unit: Red-Nosed P42 No. 156



Amtrak No. 156 at Roosevelt Road, Chicago, IL on March 16, 2011. Photo by Gabe Argenta

BEECH GROVE, Ind. — Amtrak released P42 No. 156 from its Beech Grove shop March 16, the second P42 locomotive to wear a historic Amtrak paint scheme in honor of the railroad's 40th anniversary. P42 No. 156 emerged with the red nose and giant Amtrak chevron on its

side that was the railroad's signature look in the early 1970s. The paint scheme, introduced in 1972, first appeared on repainted E unit and F unit locomotives, and then on Amtrak's first new motive power, SDP40F diesels built in 1973 and 1974 by General Motors.

Prior to its May 1 anniversary, Amtrak will paint six locomotives in four older schemes. The first "heritage unit," P42 No. 145, was painted in Amtrak's Phase III, red, white, and blue block striping, and released into general service on Jan. 30.

P42 No. 156's first revenue trip in its retro scheme occurred March 15, when it brought the Hoosier State from Indianapolis to Chicago.

The paint scheme revival is a collaborative effort between Amtrak's industrial design team in Delaware and the Beech Grove shop. The design team drafted prints for how each P42 locomotive would look in the revived paint schemes, while the painters and stencilers at Beech Grove brought the old schemes to life and solved tricky details to adapt schemes designed for older locomotive shapes to the chiseled car bodies of today's GE-built P42s. The locomotive received three coats of DuPont Imron paint (and four coats of black), about 50 gallons of paint in all. The Amtrak arrow is a stencil, with clear coating over it.

All of the retro-styled locomotives will be completed in time for National Train Day on May 7, 2011. Among the events Amtrak has planned for National Train Day will be the launch of a special 40th anniversary exhibit train that will tour the country, pulled by P40 No. 822 and F40PH No. 406, both of which will wear the tricolor "Phase III" striping.

Other locomotives slated for repainting include:

P42 No. 66, which will wear the Phase II scheme introduced in 1975 on GE-built P30CH diesels and E60 electrics, featuring large red and blue stripes flanking a small white stripe.

P42 No. 184, which will wear the Phase IV paint scheme that debuted on Superliner II cars in 1993, featuring a large blue stripe beneath red and white pinstripes.

P42 No. 163 will represent today's Phase V scheme introduced in 2000-2001 with the launch of Amtrak's Acela trainsets.

As each locomotive becomes available for service, Amtrak will issue a Twitter message at twitter.com/Amtrak and post a photo in the Photos tab on its Facebook page at facebook.com/Amtrak.

Amtrak will launch a special 40th anniversary website this spring, and announce additional information about other anniversary activities as the

events approach. [TRAINS News Wire]



New "Park" Interlocking Placed in Service

The new Park interlocking was placed in service early last December at milepost 46.3 on the Harrisburg Line, 2½ miles west of the old Park tower in Parkesburg. But unlike the old Park, which only was opened in emergencies, the new Park is remotely controlled for around-the-clock operation. [Philadelphia Chapter, CINDERS]



Northwest Ohio Terminal Begins Service

New Intermodal Hub Delivers Jobs, Better Service to CSX Customers

HENRY TOWNSHIP, Ohio – February 22, 2011 – The National Gateway announces the start of

operations at the new Northwest Ohio Terminal, the cornerstone of a new double-stack freight rail corridor between East Coast sea ports and the Midwest. Located near North Baltimore, Ohio, the new facility employs more than 200 full-time employees, and will serve as the transfer point for hundreds of thousands of freight containers annually.

"This is a major milestone for the National Gateway and great news for customers across CSX's rail network," said Bill Clement, vice president of intermodal, CSX Transportation. "As we bring the Northwest Ohio Terminal Facility up to full operational capacity, customers will enjoy faster and more reliable intermodal service than ever before."

CSX will gradually transition customer shipments through the new terminal over the next few months. Once all of the transitions are complete, the Northwest Ohio facility is expected to handle a throughput capacity, including block swaps and lifts, of nearly 2 million containers per year. Blocks are multiple rail cars with a common destination, and lifts refer to container handling between rail cars and trucks.

The new facility has been hailed for its use of cutting-edge technologies and green design, including ultra-efficient electric cranes that lower emissions, optical scanners that reduce truck idle times and automated car tracking technologies and remote switches that increase operational efficiency. Setting a new standard for the freight rail industry, it is one of the country's most environmentally friendly and technologically-advanced intermodal terminals.

The hub is part of the National Gateway, a public-private partnership which supports the movement of double-stacked intermodal containers on rail cars by raising bridges, increasing tunnel clearances and building new terminals along existing rail routes. When complete, the National Gateway will benefit CSX customers by improving service reliability and transit times, reduce highway congestion, and enhance the environment by converting more than 14 billion highway miles to rail and decreasing fuel consumption by nearly 2 billion gallons. To learn more about the National Gateway, visit www.nationalgateway.org [CSX Corp. Inc.]

CSX Boss Sees Continued Growth

JACKSONVILLE, Fla. — CSX Chief Executive Officer Michael Ward believes the economy will continue to recover at a gradual pace, Reuters has reported. "We're feeling it's not anything dramatic," he said, "but it's going to be a continual gradual recovery that we've seen the last six or seven quarters."

The railroad expects its carload volume growth to exceed overall economic growth this year, and its rates to rise faster than inflation. It intends to hire 2,900 union workers this year, though most of those hires will replace retiring employees.

Ward said export coal will continue to grow this year. CSX sent 22.5 million tons of coal to export in 2009, 30 million in 2010, and expects to export 35 to 40 million tons this year. He credits the growth to strong demand from China and India, plus supply problems from Australian producers.

Ward said about half the coal CSX exports this year will likely go to Europe, with Asia and South America splitting the other half. [TRAINS]

CSXT Boosts Spending with Minority Suppliers to Record Level

JACKSONVILLE, Fla. – February 7, 2011 – CSX Transportation, Inc. (CSXT) significantly increased its spending on products and services with minority providers in 2010, setting a new record.

The company spent nearly \$105 million with firms owned by minorities and women. The products and services range from signals to technology. "Encouraging business with minority and women-owned suppliers diversifies and strengthens our supplier base, and creates good jobs for our economy," said Fran Chinnici, vice president-purchasing. "Good business fundamentals include diversity in all aspects of what we do. We recognize the value of expanding our base of qualified suppliers in a competitive marketplace."

Despite some consolidation among minority suppliers of specialized rail products, CSXT increased its spending with minority suppliers under the Minority Supplier Purchasing Program. That increase was the result of continually updating its supplier database and reaching out to minority firms to encourage participation in competitive bidding.

CSXT is working with many of its major suppliers to encourage their use of sub-contracted firms owned by minorities and women. [CSX Corp. Inc.]



Norfolk Southern Headquarters Earns EPA's ENERGY STAR® for Superior Energy Efficiency

NORFOLK, VA. - Norfolk Southern's Arnold B. McKinnon headquarters building has earned the 2010 U.S. Environmental Protection Agency's ENERGY STAR®, the national symbol for protecting the environment through energy efficiency.

This signifies that the building performs in the top 25 percent of similar facilities nationwide for energy efficiency. Commercial buildings that earn the ENERGY STAR® use an average of 35 percent less energy than typical buildings and release 35 percent less carbon dioxide into the atmosphere. A building that scores 75 or higher on EPA's 1-100 scale is eligible for the ENERGY STAR®. The NS building scored 78.



Arnold B. McKinnon Building

Norfolk Southern increased the building's energy performance primarily by upgrading lighting systems throughout the 21-story, 311,000-square foot office tower. The new lighting is part of a \$10 million company-wide initiative to install brighter, energy-efficient fluorescent bulbs or new fixtures in more than 600 offices, shops, and yard facilities at 300 locations across the railroad's 22-state network. The project also includes installing hundreds of occupancy sensors and photocells that automatically turn off lights when work spaces are unoccupied. Norfolk Southern estimates it has saved more

than 50 million kilowatt hours and reduced CO2 emissions by 29,415 metric tons annually with the completion of the first phase of the project.

Other projects included upgrades to the building's heating, ventilation, and air conditioning system, including installation of variable frequency drives, high-efficiency economizers, and high-efficiency boilers. The building automation system was optimized to maximize the benefits from these improvements.

"Norfolk Southern is committed to increasing energy efficiency in all its buildings and facilities and incorporating sustainable designs and

materials in new construction projects," said Blair Wimbush, vice president real estate and corporate sustainability officer. "We support President Obama's Better Building Initiative to make America's commercial buildings more energy and resource efficient over the next decade." [Norfolk Southern Corp.]



MARC to Add Trains On Penn Line

BALTIMORE – The Maryland Transit Administration has announced that it will add new services on its Penn Line between Baltimore and Washington beginning March 14. The service changes have been in the works for over a year.

Penn Line service will increase to eight train sets, providing approximately 1,000 additional seats during morning and evening rush hours. The new schedule is an effort to reduce overcrowded conditions and improve on-time performance.

The new schedule is based on a review of MARC train scheduling and passenger loads in conjunction with Amtrak, whose track is used by Penn Line trains. Changes contained in the new schedule include the following:

- ▶ Two additional southbound trains in the morning and evening rush hours.
- ▶ Two additional northbound trains in the morning and evening rush hours.
- ▶ Five additional frequencies to and from Martin State Airport.
- ▶ Seven additional frequencies to and from BWI Marshall Airport.
- ▶ Increased frequencies to all stations between Baltimore and Washington.
- ▶ Reduced time between trains during rush hours between Baltimore and Washington.
- ▶ A limited-stop train to Odenton, Md.

In order to offer the more frequent service without additional capital investment, rush hour Penn Line trains that had consisted of six, eight or nine cars are being reduced to six or seven cars maximum. This will also reduce the load on MARC locomotives, with the intention of increasing their longevity and minimizing the need for more frequent repairs.

More information on the changes is available at www.mta.maryland.gov.



New Cars Placed in Service on Metro-North

On March 1, the first of 380 M8 electric multiple unit cars were put into service on Metro-North's New Haven Line. The railroad expects about 80 of the new cars will be on the roster by the end of the year, with the balance to be delivered through late 2013. Set up as "married pairs," the cars are built by Kawasaki. The cars are the first of an initial 300-car order costing \$761 million, funded 65 per cent by the Connecticut Department of



Transportation and 35 per cent by the New York Metropolitan Transportation Authority. The contract contained two options for additional cars. The contract for the first 42-car option was signed Feb. 18 for \$90 million. A second 38-car option was funded at \$81 million on Feb. 24 by the Connecticut Bond Commission with additional money from the MTA Capital Program. The average price per car is \$2.23 million.

They can operate on 600 volt direct current supplied by a third rail (used between Pelham, N.Y. and Grand Central Terminal) and 60 cycle 12kV or 60 cycle 25 kV overhead catenary. The New Haven Line uses 12kV west of New Haven, Conn., while the Shore Line East route operates over Amtrak rails under 25kV wires.

Industrial designer Cesar A. Vergara, principal of Vergara Studio, (formerly with NJ Transit - Ed.) designed both the exterior and interior of the M-8. [Railfan & Railroad and Railway Age Rail Group News]



NJ Transit Starts Work on Cutoff

NJ Transit has started preliminary work on a \$551 million project to bring passenger service back to the eastern end of the abandoned Lackawanna Cutoff in New Jersey. The first segment of the project will be a 7.3-mile single-track stretch from Port Morris to Andover, where a park and ride facility will be built just off U.S. Route 206. The new line will connect to the Montclair-Boonton line at a junction in Port Morris. New commuter stations would be built in Andover and Blairstown, N.J.

Currently NJT is clearing debris and vegetation from the right of way; the agency plans to clear trees at some point before April, let construction contracts in June, and begin actual construction of the 7.3 miles of track late this summer. The 29-mile cutoff, opened in 1911 was used by mainline trains traveling between Hoboken, N.J., and Scranton, Pa., The last regular passenger service over the Lackawanna Cutoff was Erie Lackawanna's Hoboken, N.J., to Chicago *Lake Cities*, which was discontinued in January 1970. EL's successor, Conrail, suspended service over the route in 1979 and the track was finally removed in 1984. The line has been the subject of restoration efforts in order to launch local commuter service and eventually intercity passenger rail service to Scranton. The states of New Jersey and Pennsylvania now own the right-of-way. [Railfan & Railroad and TRAINS News Wire]



Port Authority Awards Last World Trade Center Hub Contract

The Port Authority Board of New York and New Jersey of Commissioners approved a major construction contract to fabricate and erect the steel for the signature Santiago Calatrava-designed *Oculus*, which will serve 250,000 people daily as the gateway to the World Trade Center Transportation Hub and its various interconnected transit systems and world-class green office and retail space.

The award marks the last major contract for the WTC Transportation Hub with 94 percent of the contracts now awarded. The *Oculus* will serve as the primary link for pedestrian access to the PATH system, 13 New York City subway lines, 500,000 square feet of world-class retail, four office towers at the WTC site and the World Financial Center - representing one of the most extensive underground pedestrian connections in the City. Under the \$221 million contract, Skanska/Koch Inc., a division of Skanska USA Civil, will build the structure that will frame the Transportation Hub's main concourse. The contract includes fabricating and erecting approximately 11,000 tons of structural steel.

This contract - along with increased insurance costs and other trade contracts associated with the Hub project - required the Port Authority to draw down \$180 million from a \$600 million program-wide contingency fund that the agency established in 2008. This allocation will go toward a Board-reauthorized Transportation Hub budget of \$3.44 billion, up from \$3.26 billion.

Port Authority Chairman David Samson said, "With the award of this contract, progress is forging ahead with work under way on every major piece of this key transportation facility that serves commuters from both states. It will significantly increase transportation capacity downtown and provide first-class retail and restaurant space to help revitalize the Lower Manhattan economy, essentially to create jobs." [Railway Age Rail Group News]



SEPTA Sunday Train Service Starts to Delaware

PHILADELPHIA, PA - Beginning Sunday, March 6, SEPTA's Wilmington and Claymont passengers were able to hop aboard the Authority's Regional Rail Line for trips to Philadelphia seven days a week. That day, SEPTA, in

partnership with DART First State, started its Sunday service at the Wilmington and Claymont Stations. Sunday trains will replicate SEPTA's Saturday service schedule, offering seven daily round trips between Wilmington and Center City Philadelphia. Schedules are available online at www.septa.org. [SEPTA]

CONRAIL BIG BLUE MEMORIES CONRAIL EVENTS IN APRIL

Apr. 1, 1976 - Conrail goes into operation at 12:01 AM; Richard G. Jordan of USRA is first CR Chairman and CEO; Richard D. Spence, ex-VP Operations of Southern Pacific, is President and COO. Inherits 7,790 miles of track slow orders system wide.

Apr. 24, 1980 - Raritan River Railroad absorbed by Conrail.

Apr. 21, 1983 - Net income for first quarter is \$12.6 million.

Apr. 2, 1984 - "We won't be satisfied until you are" Program released.

Apr. 10, 1984 - Allegheny Corporation offers \$2 billion for Conrail.

Apr. 26, 1984 - Conrail awarded "Most Improved" E. H. Harriman award.

Apr. 1, 1995 - Double-Stack service from Philadelphia begins.

Apr. 25, 1996 - Conrail Express partnership launched.

Big Blue Lives - Only Smaller!

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN APRIL

Apr. 13, 1846 - Pennsylvania Railroad Company (PRR) incorporated in Penna.; charter includes a 5 mills per ton-mile "tonnage tax" on freight during canal season (Mar.-Dec.) to protect state investment in Main Line; charter and supplement are signed on same day.

Apr. 24, 1850 - First telegraph opens between Philadelphia and Parkesburg along Columbia Railroad.

Apr. 20, 1860 - First through freight car from St. Louis arrives in Philadelphia via PRR.

Apr. 29, 1870 - Work begins on Baltimore & Potomac (B&P) Tunnel at Baltimore. Still in use by Amtrak today.

Apr. 25, 1880 - Camden & Atlantic Railroad begins running seasonal Sunday express train between Camden and Atlantic City.

Apr. 1, 1885 - Car service accounts for Lines East centralized in Philadelphia under Superintendent of Transportation and Treasurer.

Apr. 1895 - Large lunch room for clerks opens on 6th floor of Broad Street Station with 5-cent meal tickets; of 1,500 employees in building, only about 300 are entitled to a free lunch in the company dining room on the 2nd floor, the rest getting only a 30-minute lunch break.

Apr. 11, 1900 - PRR Board authorizes new alignment at Pomeroy on Philadelphia Division; extension of four-track system between Port Royal and Bixler; moving engine terminal from Kensington to Frankford Jct. and enlarging Frankford Jct. Yard; purchase of terminal property on Lake Erie near Lackawanna, N.Y.

Apr. 26, 1903 - LIRR opens new Long Island City terminal station.

Apr. 1908 - PRR completes track improvements at Broad Street Station and west to Schuylkill River; station tracks lengthened, shortest from 350 feet to 750 feet and longest to 1,000 feet; umbrella sheds built beyond train shed; interlocking rearranged with upper quadrant semaphores.

Apr. 9, 1913 - PRR Board authorizes new freight station and delivery tracks at Harrisburg.

Apr. 15, 1918 - Cornwall & Lebanon Railroad merged into PRR under agreement dated July 5, 1917; Susquehanna, Bloomsburg & Berwick Railroad merged into PRR under agreement dated Jan. 29, 1918.

Apr. 23, 1923 - PB&W Board authorizes building 6 tracks with island platforms between Marcus Hook and Thurlow (Chester); two tracks and car barn for Smyrna Branch at Clayton; authorizes abandoning the Brandywine Summit Branch, Back River passenger station, and the siding leading to the government reservation at Lewes, Del.

Apr. 11, 1928 - Automatic Train Control placed in service between Paoli and Harrisburg and Glen Loch to "AK" on Trenton Cutoff.

Apr. 9, 1933 - East-west trains electrified with electric-to-steam change at Paoli, replacing change at Manhattan Transfer for trains operating via New York-Pittsburgh Subway; change is made at Broad Street Station for trains operating in and out of center city; Paoli platforms lengthened for main line trains.

Apr. 26, 1933 - Philadelphia's 30th Street Station renamed Pennsylvania Station - 30th Street.

Apr. 15, 1938 - Electric freight service begins between New York/Philadelphia and Enola via both main and low-grade lines, between Lancaster and Middletown via Columbia, between Enola and Perryville via "Port Road," between Frankford Jct. and Pavia Yard via Delair Bridge; also electrify between Coalport Yard and "MILLHAM" Tower and engine terminal spur at "FAIR" Tower at Trenton and tracks in Thurlow Yard near Chester, Pa.; PRR now has about 33% of U.S. electrified mileage (2,677 miles) and 10% of world's electrified mileage.

Apr. 28, 1943 - PRR board authorized purchase of 6 secondhand Y Class 2-8-8-2 steam locomotive's from N&W for \$250,200.

Apr. 30, 1948 - Last run of passenger train between Wawa and Oxford, Pa., ending passenger service on Octoraro Branch; leaves one local freight Wawa-Oxford and one trip per week between Nottingham and Perryville.

Apr. 22, 1953 - PRR Board authorizes additional yard tracks at Media, Pa. to terminate trains there with shuttles to West Chester.

Apr. 26, 1958 - Last run of PRSL passenger service between Wildwood and Cold Spring Harbor, N.J.

Apr. 26, 1964 - *The General* made an all-coach train for New York World's Fair traffic except for a single sleeper for local stops not served by the *Broadway Limited*; extra sleepers added to *Broadway* for Fair traffic; clergy and blind tickets honored on *Broadway Limited* for first time, along with employee riders to and from Washington only; PRR removes observation lounge cars with master rooms from *Broadway Limited*; Washington and Erie sleepers transferred from *The General* to *The Broadway* to permit additional coaches for World's Fair passengers on *The General*; same changes in effect for 1965 summer.

Apr. 1967 - DOT test cars returned to Budd for modifications; receive shaped noses and underbody sheeting to reduce drag and turbulence.

CHRISTOPHER T. BAER, HAGLEY MUSEUM AND LIBRARY VIA PHILADELPHIA CHAPTER, PRRT&HS - USED WITH PERMISSION



TIMETABLE 04 -11

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

Through October, 2011

History of the Philadelphia & Reading Railroad and the Civil War - Pulling for the Union exhibit at the Reading Railroad Heritage Museum, 500 South Third Street, Hamburg, Pa. Adm: \$4-5 based on age. Info: 610-562-5513 or www.readingrailroad.org.

Saturday, April 2, 2011

Reading Company Technical & Historical Society 6th

Annual Convention at the American Legion Bingo Hall, 650 Chestnut St., Hamburg, Pa. Info: www.readingrailroad.org

Saturday and Sunday, April 2-3, 2011

Greenberg's Train and Toy Show at the New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ 08837. Info: www.greenbergshows.com/schedule

Sunday, April 3, 2011

Reading Company Technical & Historical Society 8th Annual Spring Train Meet at the Leesport Farmers Market, off PA Route 61 in Leesport, Pa. Adm: \$4 per adult. Info: Evenings Chuck at 610-777-2053 or Dale at 610-372-3759 or www.readingrailroad.org.

Saturday, April 9, 2011

Harrisburg Chapter Annual Banquet at the Harrisburg West Inn & Conference Center, behind Doc Holliday's in New Cumberland, starting at 6:00 pm. Info: www.harrisburgnrhs.org.

Saturday, April 9, 2011

Philadelphia Chapter, NRHS 75th Anniversary Dinner and Program at Maggiano's Little Italy Restaurant, 12th & Filbert Streets, Philadelphia, adjacent to Reading Terminal Market. Program by *Classic Trains* Editor and Chapter Member Rob McGonigal. Tickets: \$50 per person from Philadelphia Chapter, NRHS, P O Box 7302, Philadelphia, Pa 19101-7302.

Saturday and Sunday, April 9-10, 2011

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

Sunday, April 10, 2011

The Great Train Robbery on the Strasburg Rail Road at 3:00 pm. Info: www.strasburgrailroad.com.

Thursday through Saturday, April 14-16, 2011

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

Thursday through Sunday, April 14-17, 2011

N.R.H.S. Spring Conference at the Holiday Inn Hotel & Conference Center, 1001 Killarney St., Urbana, Ill. hosted by the Blackhawk Chapter.

Wednesday, April 20, 2011

Roanoke Chapter, N.R.H.S. - Amtrak Excursion to Washington, DC. Info: www.roanokenrhs.org.

Friday through Sunday, April 22-24, 2011

Easter Bunny Train on the Strasburg Rail Road. Welcome Spring with a ride through beautiful farmland with Peter Cottontail as your Conductor. Peter will delight boys and girls with an Easter surprise as he greets them on board this special train. Info: www.strasburgrailroad.com.

Saturday, May 7, 2011

Spring RAIL-BQ at Oliver Township Park in Newport, Pa. by the Conrail Historical Society. Info: www.thecrhs.org/events/Spring-2011-Rail-B-Que

Saturday, May 7, 2011

National Train Day. Info: www.nationaltrainday.com.

Saturday and Sunday, May 7-8, 2011

The East Broad Top Railroad National Historic Landmark Opening Day Weekend & Mother's Day Dinner Train. Info: www.ebtrr.com.

Wednesday through Saturday, May 11-14, 2011

PRRT&HS Annual National Meeting at the Ramada Plaza Hotel & Convention Center, 4900 Sinclair Road, Columbus, OH 43229, hosted by the Lines West Buckeye Region Chapter. Further information at http://prrths-ne.org/annual_meeting/annual_meeting-index.html

Friday and Saturday, May 13-14, 2011

20th National Model Trolley Meet at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, Pa. 19456. Info: www.eastpenn.org.

Sunday, May 15, 2011

Steam Train Ride from Willow Grove to New Hope, Pa. and return on the New Hope & Ivyland Railroad. Info: www.willowgrove300.com.

Saturday and Sunday, May 21-22, 2011

The Great Lehigh Valley Train Meet at the Merchants Square Mall, 1901 South 12th St., Allentown, Pa.18103. Info: www.valleygoto.com/train.

Friday thru Sunday, May 20-22, 2011

2011 Cass Railfan Weekend. Info: www.msrlha.org.

Thursday thru Sunday, June 2-5, 2011

Railway & Locomotive Historical Society 2011 Annual Meeting and Convention in Elkins, WV. Info: www.rlhs.org.

Saturday, June 4, 2011

The Lansdale Day Special excursion using double-headed Alco diesels from West Chester to Lansdale, Pa. and return by the West Chester Railroad and SEPTA. Info: www.westchesterRR.com.

Saturday and Sunday, June 11-12, 2011

Ride the Rails for Cancer on the Middletown & Hummelstown Railroad sponsored by the Conrail Historical Society. Takes place at Hoffer Park in Middletown and benefits Vickie's Angel Walk, a non-profit organization based in New Cumberland, Pa. that helps cancer victims with financial burdens during cancer treatments. Info: www.thecrhs.org.

Monday through Sunday, June 20-26, 2011

Cascade Rails 2011 Annual NRHS Convention in Tacoma, Wash. Sponsored by the Tacoma Chapter. Info: www.cascaderails2011.com.

Saturday and Sunday, June 25-26, 2011

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

Sunday thru Sunday, June 26-July 3, 2011

Train Collectors Association National Convention in Sacramento, Ca. Hosted by the Nor-Cal Division. Info: www.tcamembers.org.

Sunday thru Saturday, July 3-9, 2011

Extra 2011 West NMRA National Convention in Sacramento, Ca. Info: www.x2011west.org.

Sunday through Friday, July 10-15, 2011

NRHS RailCamp at the Steamtown National Historic Site in Scranton, Pa. Info: www.railcamp.com/offering

Saturday through Sunday, Sept. 3-11, 2011 - SOLD OUT

America the Beautiful tour by the Lancaster Chapter, N.R.H.S. Info: Dennis Allen 717-786-4932 or Ron Irwin 717-299-6405 - 9am to 9pm.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday, April 2, 2011

Railroads Of The Civil War: An Illustrated History

Friday, April 15, 2011

Launch of Lionel's Legacy model of PRR E6s No. 460 at 10:30 am.

Saturday, April 16 thru Saturday, December 31, 2011

RAIL TRAFFIC CONTROL: Managing the Crossroads of Commerce

Friday, May 13 thru Sunday, May 15, 2011

Conrail Days

Friday, June 3 thru Sunday, June 5, 2011

Pennsylvania Railroad "Pennsy" Days

Wednesday, June 29 thru Monday, July 4, 2011

Reading Railroad Days

Monday, July 11 thru Friday, July 15, 2011

Barons & Builders Day Camp for ages 9 and 10

Monday, July 25 thru Friday, July 29, 2011

Barons & Builders Day Camp for ages 11 and 12

Friday, August 12 and Saturday, August 13, 2011

Hogwarts Express Parties

All Kids Are CHAMPIONS!

All aboard! Kids - ages 3 to 11 - may now enjoy their own membership in the Friends of the Railroad Museum of Pennsylvania. As a *Champion* member, children receive free admission to the Museum, a newsletter, membership card, invitations to special events and activities, member discounts on programs and a membership card. Cost is \$20.00 and new Champion members may choose a gift of either a plush toy cow of Catcher, the Museum mascot, or a drawstring backpack featuring the Museum logo.

The Railroad Museum of Pennsylvania Mascot

Meet Catcher, believed to be the new mascot of the Railroad Museum of Pennsylvania. Obviously named for that part of a steam locomotive known as the Cow Catcher, the logo appears to be aimed at children, as mentioned in the article above.

If memory serves correct, years ago a cat found living in one of the steam locomotives became the Museum's mascot - perhaps unofficially. Thanks to Chapter Member Steve Himpsl for confirming this event.



RIDING THE READING...

READING COMPANY EVENTS

IN APRIL

Apr. 1, 1880 - Reading makes first test of Baldwin 4-2-2 "Bicycle" type locomotive No. 507 with 78" drivers designed for high-speed running between Jersey City and Philadelphia.

Apr. 27, 1885 - Reading receivers again file in U.S. Circuit Court for an injunction to stop the PRR from crossing its line at Reading; refused.

Apr. 1, 1886 - Station agency discontinued at Harnish on the Quarryville Branch.

Apr. 4, 1900 - *New York Times* reports that William K. Vanderbilt has acquired control of the Reading and that Lehigh Valley and Erie are to be merged into the Reading.

Apr. 6, 1911 - New interlocking tower placed in service at Williamstown, New Jersey.

Apr. 30, 1938 - Former ACRR ferries make last runs between Chestnut Street and South Street, Philadelphia, and Kaighns Point, Camden.

Apr. 16, 1962 - Reading inaugurates two daily round trip freight runs between Port Richmond and Bulson Street, Camden, via Delair Bridge and abandons car float service; last trip Apr. 15.

Apr. 26, 1967 - ICC approves "Aldene Plan" rerouting CNJ and Reading passenger trains into Penn Station, Newark.

Apr. 1, 1976 - Ex-Reading Pres. Charles E. Bertrand named Amtrak's VP & General Manager of Northeast Corridor.



MARCH, 2011
CHAPTER MEETING MINUTES

CALLED TO ORDER: The Sunday Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, March 20, 2011. The meeting was called to order at 2:00 p.m. by President Tom Shenk with 52 members present. President Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the January Meeting Minutes. Steve Himpf approved the motion and Dale Kerchner seconded the motion. The January membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: The chapter membership meeting had guests in attendance from the Philadelphia chapter, Harrisburg chapter, Washington D.C. chapter and the Potomac chapter. In the absence of First Vice-President Fred Kurtz, Tom Shenk announced there are 167 regular basic memberships and 99 family memberships so far this year. Tom announced last years' numbers were 194 regular memberships and 111 family memberships. Tom also announced that the Chapter received 30 donations totaling \$903.00 and National received 12 donations totaling \$302.00.

CHAPLAIN: Chaplain Doris Geesey read a poem to the Chapter entitled "God's Love." Doris reported that she sent a variety of cards on behalf of the Chapter. Sympathy cards were sent to Toady Kennel (for her father), Janice Russell (for her mother), and Cindy Kendig (for her father). "Thinking of You" cards were sent to Grace Evans, Robert and Sarah Ziegler, Helen Snyder, and Sandy Jones. Get well cards were sent to Helen Shaak (whooping cough) and Charles Jones, who fell and broke his ankle. Tom Shenk announced that Dennis Allen and he would be updating the names of chapter members who passed away and ordering their memorial bricks for the walkway at the Freight Station. Tom announced if anyone is interested in purchasing a brick contact him or Dennis.

BUDGET: Tom Shenk reported that Linda Himpf is working on organizing the Chapter Library. Tom asked for a motion from the chapter to add \$200.00 to the budget for library materials. Charles Hirschmann made the motion and Glenn Kendig seconded it. The chapter membership voted unanimously for the library budget.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for the months of January and February. Tom Shenk announced that he needs volunteers to serve on the Audit Committee. If anyone is interested contact him or Glenn Kendig.

TRIPS: Dennis Allen announced that the trip to Arizona is SOLD OUT. The trip will be Saturday, September 3 to Sunday, September 11. The group will be flying from Baltimore to Phoenix, where they will meet chapter member Cindy Bowers, who will be our tour guide at the Grand Canyon. She works for the National Park Service. Dennis also reported all income taxes for the chapter are filed and all accounts are settled and in order.

NATIONAL DIRECTOR'S REPORT: Regional Vice President John Sweigart reported that at the N.R.H.S. Winter Conference in Williamsburg, Va., National worked on changing the by-laws. John announced offices and officers duties and responsibilities were discussed at the Conference. He also discussed how the National Conference is presented and the proposed changes that will be made at future meetings. Rail Camp will be held again this year at Scranton. There are 24 slots available. If anyone knows of any girl or boy who is a senior in high school, and who would be interested in this program, contact John. Hawk Mountain chapter lost their charter and two new chapters were formed, one starting up in New Jersey and one in Brunswick. Tom Shenk announced that the Lancaster Chapter will also be looking at our by-laws, to determine if we need any updates or changes.

ANNOUNCEMENTS: Tom Shenk announced spring cleanup day at the Christiana Freight Station will be Saturday, May 21, at 9:00 a.m. The Christiana Fire Hall is holding their breakfast the same day. Chapter members can meet at the fire hall at 7:30 a.m. for breakfast, then come to the Freight Station for cleanup. Steve Himpf gave an update on the Caboose. The caboose came from the Erie - Lackawanna and was built in 1969. It was painted in Meadville, Pennsylvania in 1976. Ed Mayover found paint to match the original color and the caboose was painted Conrail Blue. Steve reported the caboose was recently vandalized. A window was broken and the fire extinguisher's chemical was sprayed all over the inside of the caboose. Steve also announced upcoming projects for the caboose include getting wipers, marker lights, fixing the stenciling, fixing the wood floor, and getting the caboose waxed to preserve the paint job. Steve reported that the Gap Station was torn down. Steve also reported Norfolk Southern Rail Yard in Lancaster is building a new building and putting in more railroad tracks. Marlyn Geesey asked what security measures the Chapter can take to prevent any future vandalism. Things talked about to deter further problems were security camera, safety glass in the windows, and local police patrolling the area. Ken Murry reported the Columbia signal bridge has to be taken down due to being too close to the power lines.

NEW BUSINESS: Tom Shenk announced an idea for a chapter fundraiser from Cindy Kendig and Linda Himpf. They suggested having a "Movie Night" at the Christiana Freight Station. Refreshments would be available for a donation. The movie is a current train movie just released. Due to copyright laws, the chapter is prohibited from advertising the name of the movie. The movie night is set for Saturday, April 30 at 7:00 p.m. Tom Shenk announced the following guests and speakers for chapter programs: Monday, April 18 meeting-Joel Altland-slides of the East Broad Top Operation; Monday, May 16 meeting-Larry Eastwood- Reading Iron Horse Rambles from 1959-1964; Monday, June 20 meeting-Tom McMaster-Tourist Railroads of Maine; Monday, July 18 meeting-Strasburg Rail Road- ride the train for \$5.00 a ticket-chapter meeting held in the open air car; Monday, August 15 meeting-Dale Woodland-The Reading Then and Now; Sunday, September 25 meeting-Chapter Picnic; Monday, October 17 meeting-No program as of now; Friday, November 18 meeting-Chapter Banquet at the Shady Maple Restaurant-Steve Barry (No Regular Chapter Meeting on Monday, November 21); Sunday, December 18 meeting-Christmas party and Chapter Meeting to be held after the Christiana Freight Station Open House (after 5:00 p.m.). Tom Shenk thanked Steve and Linda Himpf, Glenn and Cindy Kendig for their continued work on chapter projects.

ADJOURNMENT: The Chapter Meeting was adjourned at 3:00 p.m. for the program: a power point presentation entitled "The Budd RDC at 60-A look Back" given by Larry Eastwood, National Director of the Philadelphia Chapter, N.R.H.S.

Respectfully Submitted: Donetta M. Eberly - Secretary



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS

New MapQuest Routing Includes Transit Option

MapQuest, Inc., has released a new rail transit option that links the pedestrian mode with public rail transportation routing in New York, Chicago, San Francisco, Philadelphia, Washington D.C. and Boston, reaching roughly 90 percent of the nation's rail ridership

With more U.S. individuals now residing in urban settings rather than suburban or rural, there is an even greater need to provide relevant information and routing to MapQuest's growing city contingency. The new transit routing option provides departure and arrival information, helpful hints to alert train passengers and station search information in designated cities. On average, some 14.7 million people use metro public

rail options in the six launch cities.

MapQuest worked with San Francisco-based, geospatial data and mapping company, Urban Mapping, to develop its transit option, and has plans for additional city content in 2011. [Railway Track and Structures]

Delaware-Lackawanna Route to Get Overhaul



Delaware-Lackawanna trains meet at Bridge 60 in Scranton, Pa., junction between the railroad's Carbondale and Pocono lines. Photo by Dave Crosby.

SCRANTON, Pa. — Delaware-Lackawanna's Scranton-Carbondale, Pa., route will receive its first major overhaul in 26 years, the *Scranton Times-Tribune* has reported. The work will include replacing 3,000 ties, putting new timbers on four bridges, installing one mile of new rail, and resurfacing five miles of track.

"It will be a complete rebuilding of the whole Carbondale line, the first comprehensive one we've done since we bought it in 1985," said Larry Malski, executive director of the Pennsylvania Northeast Regional Railroad Authority. Funding for the project will come from a \$340,200 grant from the state department of transportation, plus \$145,800 from the rail authority. The authority owns the line, and D-L operates it under contract. [TRAINS News Wire]

New Reading Company DVD Released by Herron Rail Video

READING COMPANY 1949-1952

Passenger Service in the Reading & Lebanon Valley - Vol. 1, \$34.95



Featuring passenger trains in the Reading Valley of Pennsylvania in the early 1950's. From 16 millimeter film by George W. Gerhart, II. Several classes of Pacific type steam locomotives from both Reading and CNJ railroads are shown in actual service plus early diesel locomotives from EMD and Baldwin. You'll find named passenger trains "Queen of the Valley", "Harrisburg Special" and others. Also has activity around the Outer Station at Reading, PA.

Almost 100% color. Narrated with sound added. The

DVD has chapters and you can choose to watch the show with or without narration. This is a DVD, not a DVD-R. Also includes a preview of Volume 2 which will be released later. Ordering and further information is available at https://www.ribbonrail.com/HerronRail/product_info.php?products_id=119



Western Maryland Scenic Special to Benefit Caboose Restoration

Western Maryland Scenic Railroad 2-8-0 No. 734 pulls a special photo freight on the former Western Maryland main line between Cumberland and Frostburg, Md. Photo by Carl Franz.

CUMBERLAND, Md. — A special

steam-powered photo train will run April 30, 2011 on the Western Maryland Scenic Railroad as a fundraiser to repair and restore the railroad's caboose, No. 1906. The caboose, which was damaged in a switching accident in 2005, is being restored and will be named for

Western Maryland Scenic conductor Richard E. Markle, who passed away last year. When complete, the interior of the caboose will include framed photos of Markle, one of his conductor's uniforms, and other memorabilia. The special will mark the caboose's inaugural run.

The star performer will be the beautiful 1916, Baldwin-built, 2-8-0 known as "Mountain Thunder." When she attacks the nearly three per cent grades you will understand how she acquired her name! Dressed in a Western Maryland paint scheme complete with a fireball emblem, this ex-Lake Superior and Ishpeming locomotive looks very much at home on the old Western Maryland right-of-way.

Markle was a passenger and freight conductor for 44 years on the Baltimore & Ohio and successor CSX. After his retirement from CSX, he became senior conductor on the Western Maryland Scenic for 20 years.

The special will leave the railroad's depot in downtown Cumberland April 30 at 7:30 a.m. and return at 5:30 p.m. The cost of the trip is \$189. An optional lunch will be served for an additional \$11. Tickets can be obtained by calling Carl Franz at 240-720-8686, sending an e-mail to: cmfrr@aol.com, or sending a check to Franz at 16620 Shea Lane, Gaithersburg, MD 20877. Tickets can also be purchased at the railroad offices in the Cumberland Station, Suite 303.

For those unable to attend, donations for the caboose restoration can be made by sending a check made payable to the Western Maryland Scenic Railroad to Carl Franz at the address above or to the Western Maryland Scenic Railroad, 13 Canal Street, Cumberland, MD 21502; Attention: Tonya Wright. [TRAINS & Western Maryland Scenic Railroad News Release]

THIS MONTH'S BANNER PHOTO

Conrail No. 3304, an EMD GP40-2, at Bethlehem, Pa. in 1980. The 3000hp GP40-2 came to Conrail from two sources, the Reading and new from EMD. The inherited units were some of the last units purchased by the Reading, while the new units were some of Conrail's first motive power purchases. These high horsepower (at the time) locomotives were originally used heavily on TrailVan and other high priority light trains. Over time they found their way into various other uses, from Road Railers to mineral trains, to local service toward the end of Big Blue.

OPERATION LIFESAVER REMINDS YOU...



A locomotive is not always at the front of a train. Trains are sometimes pushed by locomotives instead of being pulled. Trains can move in either direction at any time - particularly commuter and light rail passenger trains.

First PATCO Car Moves to Alstom Transportation, Inc.



As reported in the February *Dispatcher*, the Delaware River Port Authority has awarded a \$194.2 million contract to Alstom Transportation Inc., Hornell, N.Y., for overhaul and upgrading of its aging 120-car PATCO rapid transit car fleet.

The first car to be moved from PATCO's Lindenwold Shop to Alstom is No. 247, shown here at Lindenwold, New Jersey on March 1, 2011. Silk Road Transportation from Arkport, New York is transporting the cars - Arkport is near the Alstom facility in Hornell. Photo by Bob Vogel.



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

APRIL

APRIL 18, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING



Prior to operating tourist excursions, the East Broad Top Railroad's primary purpose was to haul semi-bituminous coal from the mines on the east side of the remote Broad Top Mountain plateau to the Pennsylvania Railroad in Mount Union. The railroad also carried substantial amounts of pig iron, ganister rock, lumber and passengers with some agricultural goods, concrete, road tar and general freight. Chapter member Marlyn Geesey has arranged to have Joel Altland present a slide program entitled "The Early Days of the East Broad Top Railroad – Before the Tourist Train Operation." This promises to be an especially interesting presentation - given that the East Broad Top is a narrow gauge railroad.

APRIL 30, 2011 - SATURDAY, 7:00 PM - MOVIE NIGHT AT CHRISTIANA FREIGHT STATION

Join us for a new chapter activity. We'll be showing a current PG-13 rated movie about a freight train carrying a dangerous cargo of combustible liquids and poisonous gas. When its engineer sets the engine on full throttle, leaves the cab and doesn't return, the train proceeds unmanned, creating a potential disaster. Two men are sent by the yardmaster to do the near impossible--board the runaway train and stop it before it is too late. Denzel Washington and Chris Pine star. Donations gladly accepted. Popcorn, drinks and snacks will be available for purchase.

MAY

MAY 9, 2011 - MONDAY, 7:30 PM - TRAVEL TIME TRAVEL AGENCY. CHAPTER BOARD MEETING

MAY 16, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING



Reading Company Technical & Historical Society member Dale Woodland will present a program entitled "The Reading - Then and Now." Photographs of the Reading in action prior to 1976 are viewed with contemporary scenes in the same locations giving us a glimpse of how things have changed.

MAY 21, 2011 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION SPRING CLEAN-UP

There will be a buffet breakfast at the Christiana Fire Company Fire Hall at 7:30 am. Have a hearty meal before joining the Gang at our Chapter home.

JUNE

JUNE 20, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING



Chapter member Tom McMaster will present a slide program entitled "Tourist Railroads of Maine" - a wonderful program about the often overlooked present day tourist railroads in the *Pine Tree State*. We'll visit the Maine Narrow Gauge Railroad Museum; ride the Maine Eastern in a Parlor Observation car; a special Belfast & Moosehead Lake Railroad excursion; Downeast Scenic Railroad; Wiscasset, Waterville & Framingham; and Amtrak's Downeaster. This program was originally scheduled for our cancelled February meeting.

SEPTEMBER 3-11, 2011 - AMERICA THE BEAUTIFUL TOUR - SOLD OUT

CHAPLAIN CONTACT INFORMATION:

Doris Geesey Email: rscooter2@comcast.net

Phone: 717-347-7637

Please keep our Chaplain informed of member news!



LANCASTER CHAPTER BOARD of DIRECTORS

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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, APRIL 18, 2011, 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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