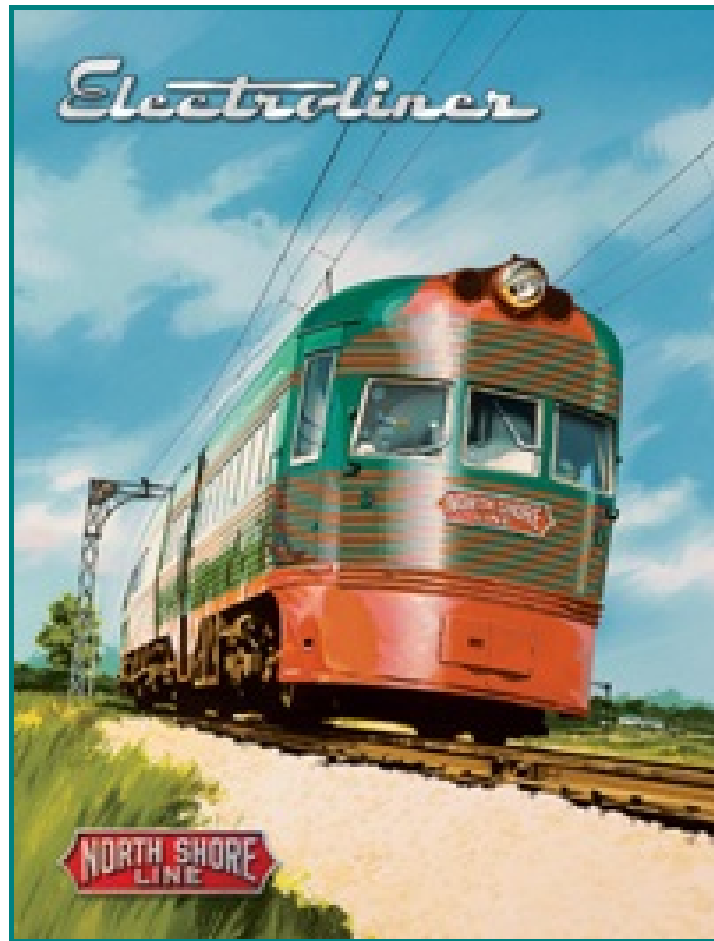


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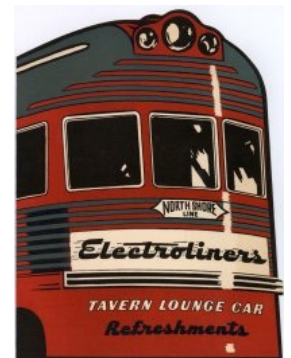
"NORTH SHORE ELECTROLINER" PAINTING BY CHUCK BOIE FEATURING ONE OF THE NORTH SHORE LINE'S TWO STREAMLINED ELECTROLINER PASSENGER TRAINS RACING AT 80 MILES PER HOUR BETWEEN CHICAGO AND MILWAUKEE IN THE 1940s, THIS IS AN ADAPTATION OF THE OCTOBER 1982, TRAINS MAGAZINE COVER.



ELECTROLINER AT CHICAGO LOOP, ADAMS & WABASH STREETS - PHOTO BY GLEN BREWER



CIRCA 1941 ELECTROLINER POSTCARD

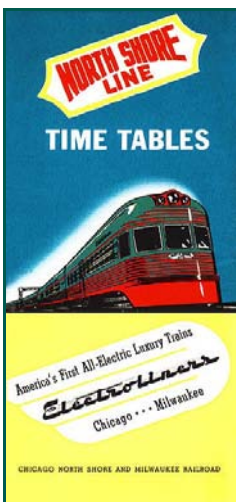


TAVERN LOUNGE CAR MENU COVER

The Chicago North Shore & Milwaukee Railroad "Electroliners"



Through most of its existence, the North Shore line faced stiff competition for Chicago-Milwaukee passengers from the swift service offered by the Chicago and North Western and the Chicago, Milwaukee, St. Paul and Pacific. In the mid-1930's this competition intensified with the introduction of the "Hiawatha" streamliners on the Milwaukee Road followed by the "400" streamliners on the North Western. The North Shore was thus faced with the necessity of placing comparable equipment in service or risk suffering a substantial loss of long distance traffic. Accordingly, the railroad ordered two electric streamliners from the St. Louis Car Company in 1939.



**NORTH SHORE PUBLIC TIMETABLE
DATED FEBRUARY 9, 1941,
INTRODUCING THE ELECTROLINERS**

The trains, called "Electroliners" by the North Shore, were delivered in January, 1941. Each trainset is made up of four sections: two end units and two center units. The sections are united with Jacobs bogies. Each end unit is divided at the side doors into a Luxury Coach, which seats 30, and a Smoking Coach section, which seats 10 and also has a restroom. Each door had steps and a trap door for boarding from street level, low-level and high-level platforms. One center unit is a coach unit that seats 40, and the other center unit is a Tavern Lounge which seats 26.

The Electroliners were cleverly designed to operate with the high platforms, sharp curves, and narrow clearances of the Chicago Loop and the Chicago 'L', to run at speeds of 80 miles per hour or more on the North Shore's main line, and to make their way up Milwaukee city streets to the North Shore Milwaukee Terminal in downtown Milwaukee. The Electroliners' styling resembled that of the Pioneer Zephyr and influenced the styling of future electric trainsets

Although they were streamlined, the Electroliners were not permitted to run faster than the conventional equipment operated by the North Shore Line. When the Electroliners were first received in 1941, during one test run the traction motors were allowed full field shunt to determine absolute maximum speed. The Electroliner reached just over 110 mph, and North Shore personnel noted that at that speed, the train would reach highway crossings before the crossing gates could fully close, a dangerous situation. Thereafter, the Electroliners were limited to 90 mph

The "Electroliners" were highly successful and operated regularly on the North Shore for the remaining 22 years of the railroad's existence. Each train usually operated five trips a day between Chicago and Milwaukee. This permitted the North Shore to schedule streamlined trains from both Chicago and Milwaukee every three hours, which was roughly comparable to the frequency of streamlined trains on the competing North Western and Milwaukee Road.



**RED ARROW LIBERTY LINER VALLEY FORGE AT
BRYN MAWR, PA - AUGUST 1966
PHOTO BY JERRY APPLEMAN**

Arrow passengers, they were not well suited to the Upper Darby-Norristown line, which was basically a rapid transit route. The trains saw progressively less service and were finally withdrawn in 1977. The "Valley Forge" was purchased by the Illinois Railway Museum in late 1981 and moved to Union, Illinois in the spring of 1982. Former Electroliner 803-804, Liberty Liner "Independence Hall" is preserved at the Rockhill Trolley Museum in Orbisonia, Pennsylvania. [Illinois Railway Museum and Wikipedia - Graphics from the Collection of the Editor]



**ELECTROLINER ON 6TH STREET, MILWAUKEE - 1961
JOE TESTAGROSE COLLECTION**



**RESTORED ELECTROLINER AT THE ILLINOIS RAILWAY
MUSEUM - PHOTO BY SEAN LAMB**



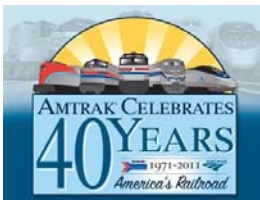
THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2011-2012 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



Amtrak Portal Bridge Gets Design Funds

Amtrak's Portal Bridge, considered one of the Northeast Corridor's weakest infrastructure links, has received \$38.5 million in American Recovery and Reinvestment Act funding for design work, in preparation for the bridge's eventual replacement.

The swing bridge, spanning the Hackensack River in the New Jersey Meadowlands between Newark and New York, suffers from repeated mishaps and misalignment problems when used to facilitate marine traffic, causing extensive delays to Amtrak and New Jersey Transit trains.

Amtrak and NJT continue to pursue a \$720 million replacement bridge, and the project has survived despite being tenuously linked to NJ Transit's proposed trans-Hudson River tunnel additions.

Some groups opposing the NJT tunnel plan (at times dubbed "Access to the Region's Core") have stressed that such opposition did not include Portal, and in fact noted that a Portal Bridge upgrade or replacement was critical to any improved cross-Hudson rail plans, including the current "Gateway Tunnel" plan Amtrak now has advanced, backed by New Jersey's two U.S. Senators. [*Railway Age Rail Group News*]

Amtrak Awarded \$450 Million to Upgrade New York-Washington High-Speed Rail Service

Supports Gateway Project, increases speeds, improves reliability

WASHINGTON – The U.S. Department of Transportation awarded Amtrak \$450 million in funding to upgrade its rail infrastructure to support more frequent and faster high-speed rail service, and to improve reliability of current service between New York and Washington.

"With this investment by the Obama administration, the Amtrak vision for high-speed rail in the Northeast is now departing the station and heading down the tracks to help take America to the next generation of passenger service," said Amtrak President and CEO Joe Boardman.

The funding will go toward improvements that are an important first step in support of the Amtrak Gateway Project, which will construct new tunnels to access an expanded New York Penn Station, enhance regional economic development and job creation, and lay the foundation for the future launch of 220 mph next-generation high-speed service.

Specifically, the \$450 million awarded to Amtrak is for a project to upgrade electrical power, signal systems, track and overhead catenary wires between Morrisville, Pa., and New Brunswick, N.J. – one of the busiest segments of the Northeast Corridor (NEC) and where the densest concentration of Acela Express high-speed rail operations occurs. It also

will reconfigure track switches at the western entrance to New York Penn Station to mitigate congestion issues. The anticipated completion date is in September 2017.

As a result, Amtrak top speeds will increase from 135 mph to 160 mph along a 24-mile section of track. Combined with new equipment acquisition currently in the planning stages, the project supports plans to add six more Acela Express high-speed roundtrips between New York and Washington by 2018 and a total of 15 additional roundtrips by 2022 — doubling high-speed service from current levels.

In addition to the \$450 million received by Amtrak, several states were awarded a total of \$345 million for other NEC-specific projects each of which are vital for the reliability and capacity of the current NEC network. Amtrak worked closely with its state partners along the NEC during the application process to coordinate projects in order to maximize the expected regional improvements.

Amtrak also is encouraged that the U.S. Department of Transportation is awarding funding to states for other projects in the Northeast, the Midwest and in California that will benefit current Amtrak services and are critical building blocks for expanded and higher speed intercity passenger rail service across the nation.

Amtrak Northeast Corridor Power, Signal, Catenary, and Track Improvement Program

Amtrak plans call for upgrading capacity and speeds to achieve 160 mph, up from 135 mph currently, on a heavily used section of the corridor from New Brunswick to Trenton and immediately south to Morrisville, PA. The improvements would make this 24-mile stretch the most advanced passenger rail facility in the U.S. today, and help set the stage for continued expansion of high-speed rail as well as improved commuter rail services on the NEC.

Frequency Converter Station Expansion: Metuchen, NJ

The project will provide an approximate 25% increase in the capacity of electrical power available from the Metuchen converter station. The project is needed to improve reliability of existing operations and to support the increased power loads that will result from the larger number of trains envisioned by 2022.

New Substations: Newark, NJ and Trenton, NJ

Substations step-down voltage from high-capacity transmission lines to power railroad systems. Two new substations are required in New Jersey to support the higher speeds and levels of service envisioned for this section of the Corridor.

Catenary Upgrades: Newark, NJ to Philadelphia, PA

This project includes modifications to the overhead power supply, or "catenary" system, to support higher operating speeds and levels of service. Intermediate support structures for overhead wires will be installed between New Brunswick and Trenton to shorten the spans between supporting poles. The shorter spans are less sensitive to weather extremes, facilitate speeds of up to 160 mph, and will improve operating reliability for both intercity and commuter trains.

Signal Upgrades: New Brunswick, NJ and Trenton, NJ

The project will upgrade the power supply to the signal system and install other signaling equipment to allow higher speeds and improved capacity utilization.

"A" Interlocking: Penn Station New York

"A" Interlocking, at the western entrance of the Penn Station, is a critical

junction where trains merge or diverge as they approach the station (or Hudson River Tunnels from the opposite direction). This project will upgrade crossover locations to permit 30 mph moves, doubling speeds compared to the current 15 mph restriction, and creating additional throughput capability at one of the most congested points on the corridor.

[Midway Interlocking Reconstruction: New Brunswick - Princeton Junction, NJ](#)

The project will install a high-speed universal crossover at Midway Interlocking north of Princeton Junction to provide operating flexibility, improved capacity utilization and faster clearing times for NJ Transit and Amtrak trains operating on this segment of the Corridor.

[Track Upgrades and Curve Improvements: New Brunswick, NJ – Morrisville, PA](#)

The project will upgrade track and straighten curves, in some cases replacing wooden ties with concrete, in support of higher speeds, improved capacity utilization and helping to minimize to minimize track outages and maintenance requirements on this heavily trafficked section of the corridor. [Amtrak News Release - May 9, 2011]



[CSX Announces Record First Quarter Results](#)

JACKSONVILLE, Fla., April 19, 2011

Year-Over-Year Highlights:

- Operating income improves 22 percent to \$773 million
- Operating ratio improves 210 basis points to 72.5 percent
- Earnings per share increases 36 percent

CSX Corporation today announced first quarter net earnings of \$395 million, or \$1.06 per share, versus \$305 million, or \$0.78 per share, in the same period last year. This represents a 36 percent year-over-year improvement in earnings per share.

"CSX delivered record financial results and achieved growth across nearly all markets in a growing economy," said Michael J. Ward, chairman, president and chief executive officer. "We expect these positive trends to continue, allowing CSX to make critical investments and meet the future transportation needs of our customers and the nation."

Revenue in the quarter improved 13 percent from the prior year to \$2.8 billion, driven primarily by a 7 percent increase in overall volume. Shipments across all major markets - merchandise, intermodal and coal - increased as the economy continued to grow.

The higher revenue coupled with the company's focus on profitable growth drove a 22 percent increase in operating income to \$773 million and a record first quarter operating ratio of 72.5 percent, a 210 basis point improvement year-over-year.

Consistent with prior guidance, CSX expects to deliver a high-sixties operating ratio in 2011, which keeps the company on a path to a 65 percent operating ratio by no later than 2015.

This earnings announcement, as well as a package of detailed financial information, is contained in the CSX Quarterly Financial Report available on the company's website at <http://investors.csx.com> and on Form 8-K with the Securities and Exchange Commission ("SEC"). [CSX Corp.]

[CSX Announces Stock Split, Dividend Increase, Share Buyback](#)

Jacksonville, Fla. – May 4, 2011 – CSX Corporation (NYSE: CSX) today announced that its Board of Directors has approved a 3-for-1 stock split, a 38 percent increase in the quarterly dividend on its common stock, and a \$2 billion share buyback program.

"These actions reflect the success of CSX and its confidence in the future," said Michael J. Ward, chairman, president and chief executive officer. "They build upon the \$2 billion investment CSX is making this year to meet the nation's future transportation needs and drive long-term

shareholder value."

From the beginning of 2006 to the end of 2010, CSX invested \$8.3 billion in its business, raised its dividend 300 percent, and repurchased \$5.6 billion worth of shares.

"The financial strength of CSX has allowed the company to use a balanced approach to deploying cash while also improving its credit profile," said Oscar Munoz, executive vice president and chief financial officer.

The new quarterly dividend of \$0.36, or \$0.12 on a post-split basis, is payable on June 15, 2011 to shareholders of record at the close of business on May 31, 2011. The stock split will be for all shareholders of record at the close of business on May 31, 2011 with a distribution date of June 15, 2011. The new share buyback program is authorized to begin immediately and is expected to be completed by year-end 2012. Under the program, the company may purchase shares from time to time on the open market, through block trades or otherwise. [CSX Corp.]

[CSX Considers County for \\$150M Rail Yard](#)

CSX Railroad and state transportation officials are planning a \$150 million railroad yard just south of Baltimore where tons of cargo would be shifted from trains to trucks and the regional highway network.

The plan, officials said, would accommodate the growing number of "double-stacked" railroad cars and eliminate bottlenecks in Baltimore by 2015. But Anne Arundel County residents who live near two of four sites under consideration have raised concerns about a big jump in truck traffic.

"Both of these sites would increase traffic immensely," said Rusty Bristow, vice president of the Jessup Improvement Association. "There are no major roads near where these sites are."

Bristow plans to voice his concerns to CSX and Maryland Department of Transportation officials at a public workshop in Hanover on the proposed project.

Under an agreement between the state and CSX, the Department of Transportation will seek half of the cost of the project from the federal government, according to Jack Cahalan, spokesman for the state agency. He said the facility would have a huge impact on the state economy.

The need for a transfer facility has become more apparent in recent years as railroad freight carriers increasingly have turned to double-stacking cargo containers. The containers are carried one atop another to increase the amount of cargo a single train can carry.

While double-stacking allows for faster delivery and lower costs, the taller trains can't pass under many of the nation's tunnels and bridges.

CSX and the U.S. Department of Transportation are in a \$842 million public-private partnership to increase the height of many of those bridges and tunnels. But the cost of raising the Howard Street Tunnel in Baltimore would be in the billions, Cahalan said.

CSX has opted instead to build "intermodal" facilities in six states to connect its rail lines to the nation's highways. The proposed facility would replace the company's existing site at the Seagirt Marine Terminal in Baltimore.

Two of the sites are on opposite sides of the Anne Arundel County line in Jessup. The two other sites being considered are in Howard County and in Prince George's County.

The site chosen must be south of the Howard Street Tunnel and link CSX's main rail line with major highways, railroad spokesman Robert Sullivan wrote in an email. It also must be at least 70 acres and rectangular in shape, Cahalan said.

So that it can win federal funding, the project is subject to a study of traffic impact and other considerations. [Ben Weathers, Staff Writer - The (Annapolis, Md.) Capital - April 20, 2011]



Norfolk Southern Reports First-Quarter 2011 Results

For 2011 vs. 2010, Norfolk Southern achieved the following first-quarter records:

- Railway operating revenues increased 17 percent to \$2.6 billion.
- Income from railway operations improved 8 percent to \$600 million.
- Diluted earnings per share rose 32 percent to \$0.90.

NORFOLK, VA. – For the first quarter of 2011, Norfolk Southern Corporation reported net income of \$325 million, or \$0.90 per diluted share, 26 percent higher than \$257 million, or \$0.68 per diluted share, for the first quarter of 2010.

First-quarter 2011 results included a \$58 million non-cash charge associated with an unfavorable insurance arbitration ruling that reduced net income by \$36 million, or \$0.10 per diluted share. For the same period of 2010, results were impacted by a \$27 million, or \$0.07 per diluted share, deferred tax charge resulting from the enactment of healthcare legislation.

“Norfolk Southern delivered an excellent financial performance during the quarter, reflecting the strong market for freight rail transportation and the value of our service product,” said CEO Wick Moorman. “We see continuing opportunities for growth in almost every segment of our business, and we’re optimistic about our prospects for the balance of 2011.”

First-quarter railway operating revenues improved 17 percent to \$2.6 billion, compared with the first quarter of 2010, as the result of 8 percent increases in revenue per unit and traffic volume.

General merchandise revenues were \$1.3 billion, 10 percent higher compared with the same period last year. Coal revenues increased 30 percent to \$816 million compared with first-quarter 2010 results. Intermodal revenues were \$485 million, up 18 percent compared with the first quarter of last year.

Railway operating expenses for the quarter were \$2.0 billion, up 20 percent compared with first-quarter 2010. The increase was largely due to higher fuel costs, which rose by \$135 million or 53 percent, primarily as the result of increased prices as well as the effects of an unfavorable arbitration ruling and higher traffic volumes.

Income from railway operations for the quarter improved 8 percent to \$600 million compared with the same period of 2010.

The railway operating ratio was 77.1 percent, compared with 75.2 percent in first-quarter 2010. *[Norfolk Southern Corp. - April 27, 2011]*

Norfolk Southern Roanoke Locomotive Shops Log 1 Million Injury-Free Employee-Hours

ROANOKE, VA. – Norfolk Southern’s Roanoke Locomotive Shops achieved 1 million injury-free employee-hours in March. The facility near downtown Roanoke, which employs about 200 people in the heavy maintenance and overhaul of the railroad’s locomotive fleet, reached the milestone March 12 after 3 ½ years without an injury.

Chuck Sloan, shop manager, attributed the achievement to “TEAMWORK – in all capital letters. It’s a cooperative effort between labor and management that focuses on safety, operating performance, and customer service. We have strong, proactive safety committees to support these efforts. The dedication, commitment, and teamwork of everyone in the shop made this possible.”

This is the first time the Roanoke Locomotive Shops achieved the million-employee-hour mark. The facility, where employees log more than 900 employee-hours a day in activities that include operating heavy machinery, had not had a reportable injury since Oct. 9, 2007. *[Norfolk Southern Corp. - April 26, 2011]*



NJ Transit Unveils First Dual-Powered Locomotive

NEWARK, NJ — NJ TRANSIT Executive Director James Weinstein May 11 unveiled the agency’s first dual-powered locomotive, also the first of its kind in North America, displaying the new equipment in Newark Penn Station and taking another step forward in the modernization of the state’s rail fleet.



Bombardier ALP45-DP displayed on Track A at Newark - Penn Station

“We are excited to modernize the NJ TRANSIT fleet by bringing dual-powered technology to our state’s rail network,” said Weinstein. “These new locomotives will have the benefit of being quieter, more fuel efficient and more environmentally-friendly than the locomotives they’ll replace, some of which are 40 years old.”

In September 2008, the Board awarded a contract to Bombardier Transit Corporation for the purchase of 26 dual-powered locomotives — which can operate in both electrified and non-electrified territory — at a total cost of approximately \$310 million, including design, engineering, manufacturing, training and spare parts, with the option to purchase 10 additional locomotives in the future.

Benefits of the dual-powered locomotives over the older diesel engines include better acceleration, more efficient operation than current diesel locomotives, cleaner operation in electric mode, and reduced reliance on diesel fuel. The new locomotives will meet the latest federal emissions requirements, replacing the older locomotives that were grandfathered from having to meet the current standards.

NJ TRANSIT uses diesel locomotives to operate rail service in non-electrified territories, which includes the Pascack Valley, Main/Bergen County and Raritan Valley lines, as well the North Jersey Coast Line between Long Branch and Bay Head and Montclair-Boonton and Morris & Essex lines west of Dover. Nearly 40 percent of the state’s commuter rail system is non-electrified.

Delivery of the dual-powered locomotives is expected to be completed by late 2012. *[NJ Transit News Release - May 11, 2011]*



RiverLINE: Injury-free for Seven Years

The staff of NJ Transit’s RiverLINE diesel light rail system, which runs between Trenton and Camden, N.J., over a right-of-way shared with Conrail freight trains, recently celebrated seven continuous years of operation without a Federal Railroad Administration reportable injury.

[Railway Age Rail Group News]



SEPTA Receives FTA Grant for Intermodal Facility Renovation



SEPTA’s Wayne Junction Station August 19, 2010. Photo by C. T. Liotta

The Federal Transit Administration has awarded a \$3.98-million federal grant to the Southeastern Pennsylvania Transportation Authority for the renovation of the Wayne Junction Intermodal Facility. The facility, located in the historic Germantown/Nicetown community, has played a vital role in the development of the local community. The facility is

now considered a major transit hub, connecting five regional rail lines, one trackless trolley route and two bus routes.

The \$3.98 million grant will go toward a \$32 million project that includes power, signal and track upgrades, new elevators and required accommodations for persons with disabilities. It will also provide for construction and repair of platforms, tunnel and stairway restoration, improvements to various passenger amenities and improved technology and painting. [Railway Track and Structures]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JUNE

June 15, 1902 - PRR inaugurates *Pennsylvania Special* between Jersey City and Chicago on 20-hour schedule to match NYC&HR's *Twentieth Century Limited*, inaugurated the same day; runs through Mantua Jct. stopping only at Germantown Jct. in Philadelphia; other stops are Harrisburg, Altoona, Pittsburgh and Englewood.

June 21, 1903 - Columbia & Port Deposit Branch closed to permit blasting for Atglen & Susquehanna Low Grade Line at Safe Harbor.

June 15, 1908 - First masonry placed at new Penn Station in New York City.

June 1914 - East Lebanon Branch of Cornwall & Lebanon Railroad extended 615 feet to point east of 5th Avenue, Lebanon.

June 27, 1917 - PRR Board authorizes purchase of property for station improvements at Harrisburg, Pa.

June 1919 - PRR builds "Mr. Big," experimental Class HC1 2-8-8-0 simple articulated locomotive at Altoona; designed by Assistant Mechanical Engineer William F. Kiesel; largest of its type ever built.

June 17, 1923 - 70% of normal 530 trains have been restored to Broad Street Station, and all 16 tracks rebuilt, however, 6 tracks are needed for cars and machinery used to remove the skeleton of the train shed; completion is marked by a "last spike" ceremony at the head of Track 9; train shed replaced by wooden umbrella platforms. (See 'This Month's Banner Photo')

June 24, 1925 - PRR Board authorizes "Philadelphia Improvements," including new 30th Street Station, Suburban Station, and elimination of Broad Street Station and "Chinese Wall."

June 11, 1927 - E6s No. 460 hauls two-car *Lindbergh Special* from Washington to New York in 3 hours:07 minutes carrying International Newsreel Corp. film of Lindbergh's reception at Washington; by developing film on train, it's shown in New York theaters before that of two rival newsreel companies that were sent by air but could not be developed until reaching New York.

June 22, 1932 - PRR Board authorizes \$100,000 for Norristown track elevation; authorizes abandonment and disposition of Delaware & Raritan Canal; authorizes \$1.1 million to relocate Port Road between Creswell and Pequea for dam.

June 25, 1933 - PRR and Reading Company lines in southern New Jersey consolidated; West Jersey & Seashore Railroad (PRR) leased to Atlantic City Railroad (RDG); connections built to ACRR north of Harbor Branch Jct. and 51st Street, Ocean City; PRR Cape May terminals and PRR Ocean City track abandoned; most other duplicate lines continue to operate through the summer season; buses replace rail service between 51st Street, Ocean City and Sea Isle City for summer. (Note: *This consolidation formed the Pennsylvania-Reading Seashore Lines.*)

June 15, 1938 - New lightweight, all-private-room *Broadway Limited* placed in service on 16-hour schedule; styled by Raymond Loewy; similar

equipment also assigned to *The Liberty Limited*, *The General and Spirit of St. Louis*; formal christenings of all four trains held at New York, Washington, Chicago, and St. Louis; advertised as "*The Fleet of Modernism*"; *Broadway Limited* and *20th Century Limited* are first all-room trains without traditional open upper and lower berths.

June 26, 1940 - PRR Board authorizes construction of CTC between Perryville and Creswell on the Port Road; \$600,000 for 2 experimental 4-4-4 duplex high-speed passenger engines; contributing 25% to joint Chrysler-Pullman project to improve freight car trucks for high-speed operation.

June 15, 1943 - Last GG1, No. 4938, outshopped at Altoona.

June 14, 1946 - Last steam locomotive built by PRR, T1 No. 5524, outshopped at Altoona; Juniata Construction Number 4584.

June 29, 1947 - NRHS "Off the Beaten Track" excursion runs from Philadelphia to Baltimore, then over the Maryland & Pennsylvania Railroad to York and return via Lancaster.

June 12, 1951 - Class E2b electric No. 4939-4940 makes first test run between Enola and Morrisville with 95-car train.

June 15, 1952 - *Broadway Limited* celebrates 50th anniversary at Penn Station and Union Station; guests include four of original passengers and three of crew of 1902 inaugural *Pennsylvania Special*.

June 13, 1956 - Publicity run of The Keystone, the "tubular" lightweight, low-center-of-gravity train built by The Budd Company; consists of seven coaches and a head-end-power/kitchen car; tubular cars cost \$2,000 per seat, vs. \$3,000 for Congressional type car and \$1,000 for "Aerotrain".

June 8, 1957 - K4s No. 1361 dedicated as memorial on Horseshoe Curve.

June 29, 1957 - Pennsy *AeroTrain* makes last run between Philadelphia and Pittsburgh.

June 27, 1959 - Last runs of Baltimore commuter service between New Calvert Station and Parkton, Md.; Calvert discontinued as a passenger station and all passenger service between New Calvert and Pennsylvania Stations ends.

June 28, 1963 - Last run of passenger trains between Trenton and Camden on old Camden & Amboy route with gas-electric car No. 4666; is also last run of a gas-electric railcar on PRR system.

June 1967 - Marketing consultant Al Paul Lefton Company recommends "Metroliner" over "Speedliner" or "Railblazer" as name of high speed corridor trains and selects split teardrop-shaped logo based on tests of consumer word and image associations.

June 24, 1974 - Last freight train on PRSL Wildwood Branch removes all cars.

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

CONRAIL BIG BLUE MEMORIES CONRAIL EVENTS IN JUNE

June 19, 1984 - At the deadline, 14 parties make an offer to buy Conrail.

June 1, 1986 - \$14.8-million Buckeye Yard Intermodal Terminal open in Columbus, Ohio.

June 15, 1986 - \$4.2-million Allentown, Pa. Intermodal Terminal opens.

June 24, 1994 - "MG" Tower, located west of Horseshoe Curve in Altoona, Pa., closed.

June 23, 1997 - CSX and NS file a joint application with the Surface Transportation Board to take control of Conrail.

June 1, 1999 - First day of CSX-NS operation of Conrail.



"MG" (Middle of Grade) Tower



TIMETABLE 06-11

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 and Sunday, May 28-29, 2011

Amtrak's 40th Anniversary Exhibit Train at 30th

Street Station, Philadelphia, Pa. Info: www.amtrak.com

Saturday, June 4, 2011

Atlantic Division, TCA Train Meet at the Ridge Fire Company in Spring City, Pa. Info: www.tcamembers.org.

Saturday and Sunday, June 4-5, 2011

Amtrak's 40th Anniversary Exhibit Train at MARC Station in Perryville, Md. Info: www.amtrak.com

Saturday and Sunday, June 11-12, 2011

Amtrak's 40th Anniversary Exhibit Train at Amtrak Station in Harrisburg, Pa. Info: www.amtrak.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.

Sunday, June 12, 2011

Pufferbelly Day on the Wilmington & Western Railroad featuring doubleheaded steam power. Info: www.wvrr.com.

Friday, June 17 through Sunday, June 19, 2011

The East Broad Top Railroad National Historic Landmark will be hosting a special ragtime Weekend & Father's Day Dinner at 421 Meadow St. Rockhill Furnace, PA 17269. Reservations required for dinner train. Info: www.ebtrr.com or call 814-447-3011.

Saturday, June 18, 2011

Rockhill Trolley Museum Night Trolley Ride and Ice Cream Night at 430 Meadow St. Rockhill Furnace, PA 17249 from 6:30-9:00 pm. Info: www.rockhilltrolley.org.

Saturday and Sunday, June 18-19 and 25-26, 2011

Amtrak's 40th Anniversary Exhibit Train at the Strasburg Rail Road in Strasburg, Pa. Info: www.amtrak.com

Saturday through Sunday, June 18-26, 2011

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

Sunday, June 19, 2011

Happy Father's Day to all of our Dads. Thanks for everything!

Sunday, June 19, 2011

Father's Day Charter with Kawasaki LRV 9000 and PCC Line Car 2194 on SEPTA's Route 15 with additional new trackage. Departs Elmwood Depot at 11:00 am. Fare: \$50 to FPT, Inc. c/o Harry Donahue, 103 Mulberry Court,

Morgantown, Pa 19543. Info: Contact Harry had2709@aol.com or Bill Monaghan at FPT2799@comcast.net

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.

Wednesday through Sunday, June 22-26, 2011

National N Scale Convention at the Harrisburg/Hershey Sheraton Hotel in Harrisburg, Pa. Info: www.nationalscaleconvention.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 through Sunday, June 26-July 3, 2011

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

Friday through Sunday, July 1, 2, 3, 4, 9 & 10, 2011

The East Broad Top Railroad National Historic Landmark: A Day Out with Thomas at 421 Meadow St. Rockhill Furnace, PA 17249. Info: www.ebtrr.com or call 814-447-3011.

Sunday, July 3 through Saturday July 9, 2011

National Model Railroad Association (NMRA) National Convention at Sacramento, California. Info: www.x2011west.org.

Monday, July 4, 2011

Independence Day.

Friday Evening, July 8 & 15, 2011

Strasburg Rail Road is hosting a special wine tasting aboard the 7:00 pm train. Info: www.strasburgrailroad.com.

Sunday through Friday, July 10-15, 2011

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

Tuesday Evening, July 12, 2011

Harrisburg Chapter, N.R.H.S. Annual Picnic at the Bridgeview Bed and Breakfast, 810 South Main Street, Marysville, Pa.

Thursday through Sunday, July 21-24, 2011

Train Festival 2011 at the Quad Cities of Davenport and Bettendorf in Iowa, and Moline/East Moline and Rock Island in Illinois. Sponsored by the Quad Cities Convention and Visitors Bureau and the City of Rock Island. Info: www.trainfestival2011.com

Saturday, July 23, 2011

The Rolling Antique Show & Run at the Strasburg Rail Road. Info: www.strasburgrailroad.com

Saturday and Sunday, August 6-7, 2011

Greenberg's Train and Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD 21093. Info: www.greenbergshows.com/schedule

Friday Evening, August 12 & 19, 2011

Strasburg Rail Road is hosting a special wine tasting aboard the 7:00 pm train. Info: www.strasburgrailroad.com.

Saturday and Sunday, August 13-14, 2011

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

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

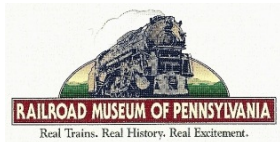
America the Beautiful tour by the Lancaster Chapter, N.R.H.S.

Saturday and Sunday, Nov. 5-6, 2011

Tentative dates - awaiting Amtrak and Norfolk Southern approval

Roanoke Chapter, N.R.H.S. Fall Foliage Amtrak Excursions from Roanoke,

Va. to Abingdon/Bristol, Va. on Nov. 5 and Bluefield, W.Va. on Nov. 6.
Info: www.RoanokeNRHS.org.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Through Saturday, December 31, 2011

RAIL TRAFFIC CONTROL: Managing the Crossroads of Commerce

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

Saturday, September 24, 2011

Members Day



June 29, 1911 - New interlocking placed in service at Nicetown Junction.

June 19, 1922 - Atlantic City Railroad inaugurates *The Ocean City Special*, a summer-only commuter train between Ocean City and Camden, making the run to Philadelphia in 1 hour:25 minutes.

June 24, 1923 - Reading restores every-hour-on-the-hour service between New York and Philadelphia between hours of 6:00 AM and 6:00 PM for first time since World War I cuts.

June 25, 1933 - Reading Company and PRR lines in southern New Jersey consolidated forming the Pennsylvania-Reading Seashore Lines.

June 3, 1934 - WINSLOW Tower placed in service replacing former Reading and PRR interlockings at Winslow Jct., NJ.

June 7, 1972 - Reading Trustees discuss merger plans with representatives of Lehigh Valley, Central Railroad of New Jersey, and Lehigh & Hudson River.



MAY, 2011

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the Christiana Freight Station, Christiana, Pa. on Monday, May 16, 2011. In the absence of President Tom Shenk, the meeting was called to order at 7:30 p.m. by First Vice President Fred Kurtz with 45 members and 3 guests present. First Vice President Fred Kurtz led those assembled in the Pledge of Allegiance.

MINUTES: First Vice President Fred Kurtz asked for a motion to approve the April Membership Meeting minutes. Peggy Sweigart had a correction to the minutes pertaining to her comments about logos. The minutes said that the NRHS is discussing keeping the old logo or using a new one. She asked to have the sentence read that the NRHS is keeping the old logo

and the new logo. Steve Himpsl approved the motion and Marlyn Geesey seconded the motion. The April membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice President Fred Kurtz announced the guests at tonight's meeting were: Dale Woodland, Jack Neiss, and Helen Steffy. Fred Kurtz announced there are 171 regular basic memberships and 111 family memberships so far this year.

CHAPLAIN: Chaplain Doris Geesey read a poem to the chapter entitled "Each Day." Doris also reported that Ed Mayover was hospitalized. Doris sent a card and planter to Ed on behalf of the Chapter. Doris received a thank you card from Ed.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for the month of April. Fred Kurtz announced that Mary and Dale Kerschner and Karen Roth have agreed to serve on this year's Audit Committee. They will get together with Toady and Dennis Allen for the audit of the chapter's financial records.

TRIPS: Dennis Allen announced that the trip to Arizona is sold out. The trip will be Saturday, September 3 to Sunday, September 11, 2011. Dennis also announced that he had some inquiries about any cancellations for the trip. Dennis also has a waiting list.

NATIONAL DIRECTOR'S REPORT: Fred Kurtz reported that Smoke Shaak will be attending Cascade Rails 2011, the NRHS Annual Convention in Tacoma, Washington on June 20-26.

BOARD OF DIRECTOR'S REPORT: In the absence of Tom McMaster, your Secretary gave the Board of Director's report. Fred Kurtz announced that he will review the Chapter By-laws to determine if any changes are needed. Fred will try to have the By-laws completed to vote on when we discuss the Chapter Budget and Officers in October. Tom Shenk announced that the Board will not meet over the summer months. The Board will have a Board Meeting prior to the picnic in September at the Christiana Freight Station. Tom also thanked Cindy and Glenn Kendig for all their time spent at the Christiana Freight Station. Glenn reported that since the Chapter's caboose was vandalized, the Chapter is considering a wireless motion detector for the caboose to be connected with the station alarm system. Fred Kurtz made a motion to check into getting the detector for the caboose. Evan Russell seconded the motion. Tom Shenk reported "Movie Night" at the Christiana Freight Station on Saturday, April 30 had around 50 people in attendance. The chapter made around \$55.00 for the night. The movie was a current train movie entitled "Unstoppable." Tom Shenk announced that the Tacoma, Washington Chapter wanted to use our chapter radios at their Convention in June. Tom checked with the FCC and the radios are not good outside a 45 mile radius (of where they are licensed). The Board agreed that it is not feasible at this time to loan the radios to the Tacoma Chapter. Fred Kurtz made a motion to thank Rochelle Shenk for sending in the update of the Chapter's activities to the National website. Glenn Kendig seconded the motion. Glenn Kendig found the Chapter's 501(c)3 Determination Letter in the gang house files. The letter is for non-profit donations for matching funds from companies for the IRS records. Toady Kennel asked about ordering bricks for the walkway at the Christiana Freight Station. Dennis Allen and Tom Shenk will be ordering the bricks.

ANNOUNCEMENTS: Glenn Kendig announced that the Spring Clean-up 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 clean-up. Steve Himpsl announced upcoming projects on the Chapter's caboose. Steve announced that the window that was broken by vandals needs to be repaired, wipers installed, and more stenciling work completed. Fred Kurtz thanked Steve Himpsl and Glenn Kendig for all their time and hard work spent on the caboose. Fred also thanked anyone else who helped on the caboose that was not acknowledged.

NEW BUSINESS: Fred Kurtz announced that the Monday, July 18 "Away" Chapter Meeting will be held at the Strasburg Rail Road at 7:00 p.m. (Arrive early to purchase your ticket from the Chapter and board the train as the train departs at 7:00 p.m.) Chapter members will be able to ride the train for \$5.00 a ticket. The Chapter Meeting will be held in the open air car. If you attend the meeting, please *do not* purchase your train ticket from the Strasburg Rail Road ticket window. Tom and Glenn will have special tickets for purchase that day. Doris Geesey asked Ed Mayover to put a note in the *Dispatcher* about the tickets for the July 18th meeting and also that tickets are available from the chapter for \$7.00 to ride the train anytime. The Annual Chapter Banquet will be held Friday, November 18 at the Shady Maple Restaurant with the program by Steve Barry.

ADJOURNMENT: The Chapter Meeting was adjourned at 7:55 p.m. for the program. The presentation entitled "The Reading - Then and Now" given by Dale Woodland.

Respectfully Submitted: Donetta M. Eberly - Secretary



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS



U.S. Transportation Secretary LaHood Announces \$2 Billion for High-Speed Intercity Rail Projects to Grow Jobs, Boost U.S. Manufacturing and Transform Travel in America

WASHINGTON – U.S. Transportation Secretary Ray LaHood today announced \$2 billion in high-speed rail awards providing an unprecedented investment to speed up trains in the Northeast Corridor, expand service in the Midwest and provide new, state-of-the-art locomotives and rail cars as part of the Administration's plan to transform travel in America.

Twenty-four states, the District of Columbia and Amtrak submitted nearly 100 applications, competing to be part of an historic investment that will create tens of thousands of jobs, improve mobility and stimulate American manufacturing.

The Department's Federal Railroad Administration selected 15 states and Amtrak to receive \$2.02 billion for 22 high-speed intercity passenger rail projects as part of a nationwide network that will connect 80 percent of Americans to high-speed rail in 25 years. The dedicated rail dollars will:

Make an unprecedented investment in the Northeast Corridor (NEC), with \$795 million to upgrade some of the most heavily-used sections of the corridor. The investments will increase speeds from 135 to 160 miles per hour on critical segments, improve on-time performance and add more seats for passengers.

Provide \$404.1 million to expand high-speed rail service in the Midwest. Newly constructed segments of 110-mph track between Detroit and Chicago will save passengers 30 minutes in travel time and create nearly 1,000 new jobs in the construction phase. Upgrades to the Chicago to St. Louis corridor will shave time off the trip, enhance safety and improve ridership.

Boost U.S. manufacturing through a \$336.2 million investment in state-of-the-art locomotives and rail cars for California and the Midwest. "Next Generation" rail equipment will deliver safe, reliable and high-tech American-built vehicles for passenger travel.

Continue laying the groundwork for the nation's first 220-mph high-speed rail system in California through a \$300 million investment, extending the current 110 mile segment an additional 20 miles to advance completion of the Central Valley project, the backbone of the Los Angeles to San Francisco corridor.

Nearly 100 percent of the \$2.02 billion announced today will go directly to

construction of rail projects, bringing expanded and improved high-speed intercity passenger rail service to cities in all parts of the country. Thirty-two states across the U.S. and the District of Columbia are currently laying the foundation for high-speed rail corridors to link Americans with faster and more energy-efficient travel options.

The American Recovery and Reinvestment Act of 2009 (ARRA) and annual appropriations have, to date, provided \$10.1 billion to put America on track towards providing rail access to new communities and improving the reliability, speed and frequency of existing lines. Of that, approximately \$5.8 billion dollars has already been obligated for rail projects.

A strict "Buy America" requirement for high-speed rail projects ensures that U.S. manufacturers and workers will receive the maximum economic benefits from this federal investment. In 2009, Secretary LaHood secured a commitment from 30 foreign and domestic rail manufacturers to employ American workers and locate or expand their base of operations in the U.S. if they are selected for high-speed-rail contracts.

Rail project highlights include:

NORTHEAST CORRIDOR (NEC)

Amtrak – NEC Power, Signal, Track, Catenary Improvements – \$450 million to boost capacity, reliability, and speed in one of the most heavily-traveled sections of the Northeast Corridor, creating a 24-mile segment of track capable of supporting train speeds up to 160-mph.

Maryland – NEC Bridge Replacement – \$22 million for engineering and environmental work to replace the century-old Susquehanna River Bridge, which currently causes frequent delays for commuters due to the high volume of critical maintenance.

New York – NEC Harold Interlocking Amtrak Bypass Routes – \$295 million to alleviate major delays for trains coming in and out of Manhattan with new routes that allow Amtrak trains to bypass the busiest passenger rail junction in the nation.

Rhode Island – NEC Kingston Track, Platform Improvements – \$25 million for design and construction of an additional 1.5 miles of third track in Kingston, RI, so high-speed trains operating at speeds up to 150-mph can pass trains on a high-volume section of the Northeast Corridor.

Rhode Island – NEC Providence Station Improvements – \$3 million for preliminary engineering and environmental work to renovate the Providence Station. These upgrades will enhance the passenger experience, keep the station in good working order and improve transit and pedestrian connectivity.

NORTHEASTERN REGION

Connecticut – New Haven to Springfield Track Construction – \$30 million to complete double-track segments on the corridor, bringing added intercity rail service to a route that plays an important role in the region, connecting communities in Connecticut and Massachusetts to the NEC, as well as Vermont.

Massachusetts/Maine – Downeaster Track Improvements – \$20.8 million to construct a 10.4-mile section of double track between Wilmington and Andover, MA. Track upgrades will increase schedule performance and dependability for passengers traveling on the Northern New England Downeaster corridor.

New York – Empire Corridor Capacity Improvements – \$58 million to construct upgrades to tracks, stations and signals, improving rail operations along the Empire Corridor. This includes replacement of the Schenectady Station and construction of a fourth station track at the Albany - Rensselaer Station, one of the corridor's most significant bottlenecks.

New York – Rochester Station and Track Improvements – \$1.4 million for a preliminary engineering and environmental analysis for a new Rochester Intermodal Station on the Empire Corridor, connecting passengers with additional transit and pedestrian options.

Pennsylvania – Keystone Corridor Interlocking Improvements – \$40 million to rebuild an interlocking near Harrisburg on the Keystone Corridor, saving travelers time and improving passenger train schedule reliability.

REGIONAL EQUIPMENT POOLS

Next Generation Passenger Rail Equipment Purchase – This state-of-the-art rail equipment will provide safe and reliable American-built vehicles for passenger travel, while boosting the U.S. manufacturing industry.

Midwest Corridors – \$268.2 million to purchase 48 high-performance passenger rail cars and 7 quick-acceleration locomotives for 8 corridors in the Midwestern States: Illinois, Indiana, Iowa, Michigan, and Missouri.

California Corridors – \$68 million to acquire 15 high-performance passenger rail cars and 4 quick-acceleration locomotives for the Pacific Surfliner, San Joaquin, and Capitol Corridors in California.

MIDWESTERN REGION

Illinois – Chicago - St. Louis Corridor – \$186.3 million to construct upgrades on the Chicago - St. Louis Corridor between Dwight and Joliet, IL with trains operating at 110 mph for more than 220 miles of track. This investment will reduce trip times, enhance safety and add more seats on the corridor, increasing the number of people who can conveniently travel by train.

Michigan – Kalamazoo-Dearborn Service Development – \$196.5 million to rehabilitate track and signal systems, bringing trains up to speeds of 110 mph on a 235-mile section of the Chicago to Detroit corridor, reducing trip times by 30 minutes.

Michigan – Ann Arbor Station Project – \$2.8 million for an engineering and environmental analysis to construct a new high-speed rail station in Ann Arbor, MI, that will better serve passengers and allow more than one train to serve the station simultaneously.

Minnesota – Northern Lights Express – \$5 million to complete engineering and environmental work for establishing the Northern Lights Express – a high-speed intercity passenger service – connecting Minneapolis to Duluth, with 110-mph high-speed rail service.

Missouri – Merchant's Bridge Replacement – \$13.5 million to advance the design of a new bridge over the Mississippi River on the Chicago to St. Louis Corridor, replacing a bridge built in the 1890s.

SOUTHERN REGION

North Carolina – Charlotte to Richmond Service Enhancement – \$4 million for environmental analysis on the Richmond to Raleigh section of the Southeast High Speed Rail Corridor (SEHSR). This advances the goal of extending high-speed rail service on the NEC into the southeast, with 110-mph capable service.

Texas – Dallas/Fort Worth to Houston Core Express Service – \$15 million for engineering and environmental work to develop a high-speed rail corridor linking two of the largest metro areas in the U.S., Dallas/Fort Worth to Houston.

CALIFORNIA AND NORTHWEST REGION

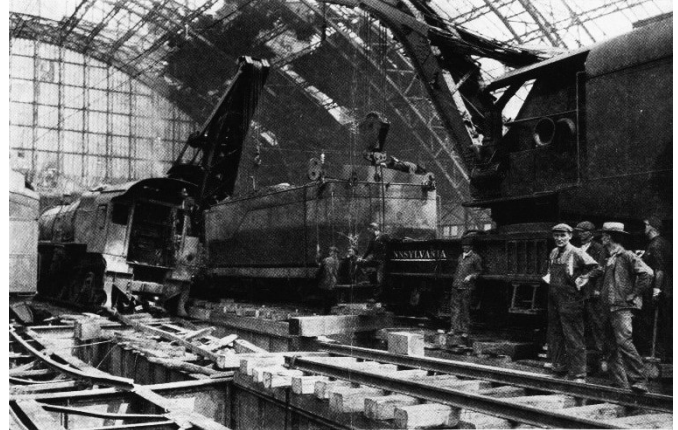
California – Central Valley Construction Project Extension – \$300 million for a 20-mile extension along the Central Valley Corridor. This will continue to advance one of the highest priority projects in the nation that will ultimately provide 220 mph high-speed rail service from Los Angeles to San Francisco. The work funded in this round will extend the track and civil work from Fresno to the "Wye" junction, which will provide a connection to San Jose to the West and Merced to the North.

Oregon – Eugene Station Stub Tracks – \$1.5 million for analysis of overnight parking tracks for passenger trains on the southern end of the Pacific Northwest Corridor, adding new capacity for increased passenger and freight rail service.

Washington – Port of Vancouver Grade Separation – \$15 million to

eliminate a congested intersection and bottleneck between freight and passenger tracks. By elevating one set of tracks over the other, travel along the Pacific Northwest Rail Corridor will experience reduced delays and passenger trains will not have to wait for crossing freight traffic.

THIS MONTH'S BANNER PHOTO



The removal of these cars and engines was one of the problems encountered. As the old trackage was completely destroyed, it was not possible to bring in the locomotive cranes and other wrecking apparatus until the work of rebuilding was considerably advanced.

On June 11, 1923, a fire began under the tracks of Philadelphia's Broad Street Station shortly before 1:00 am - it spread and destroyed the train shed as well as a large quantity of the company's older records stored beneath the tracks. About 30 trains were in the shed at the time, and most were pulled to safety; around 3:00 am, a locomotive and two cars crashed through the weakened floor of the shed - a total of eight coaches, three MU cars and three locomotives were damaged. The fire was brought under control about noon, but continued to burn for over two days. Trains were turned at North Philadelphia, West Philadelphia and the West Philadelphia Produce Yard. Beginning before daylight, while the fire was still at its peak, temporary wooden platforms and stairs were built one block west of the train shed and Paoli and Chestnut Hill trains resumed service using the temporary platforms at 6:00 pm. The photo shows the remains of the burned train shed and equipment caught in the blaze.



OPERATION LIFESAVER REMINDS YOU...

Nearly 50% of vehicle/train collisions occur at crossings with active warning devices (gates, lights, bells).

SORRY MOMS!!!

In the Timetable 05-11 section of the May Lancaster Dispatcher, I neglected to include Mother's Day on Sunday, May 8. I hope that all of our Moms had a Very Happy Mother's Day and, indeed, a Very Happy Day EVERY DAY! Sorry Moms - and thanks for everything you do! - Ed.

ALL TICKETS, PLEASE!



The Lancaster Chapter has Strasburg Rail Road coach tickets available for \$7.00 each - that's half-price of a regular coach ticket! You may use the tickets for yourself or family or sell them at your workplace, church or to your friends. For information, please contact Chapter President Tom Shenk or Chapter 2nd Vice President Glenn Kendig.



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****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 postponed from our cancelled February meeting.

JULY - AWAY CHAPTER MEETING**JULY 11, 2011 - MONDAY, 7:30 PM - CHAPTER BOARD MEETING. LOCATION TO BE DETERMINED****JULY 18, 2011 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD. "AWAY" CHAPTER MEMBERSHIP MEETING**

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in the Strasburg's Open Air passenger car. Restrooms will be available at the station and the shops and restaurant close about 15 minutes after the train returns to Strasburg. Tickets for the train ride will be available for \$5.00 per person from the Chapter. Please **DO NOT** purchase your ticket at the Strasburg Rail Road Ticket Office - they can't offer you our discounted ticket price. The regular ticket price is \$14.00!

AUGUST**AUGUST 15, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING**

Larry Eastwood and Frank Tatnall have produced another fantastic PowerPoint presentation that any fan of the Reading Company or steam power will love. Entitled "*Reading Iron Horse Rambles, 1959-1964*", it chronicles one of the nation's best publicity and good-will events of the period - and endeared the Reading Company in the hearts of many loyal fans. Re-live the Reading's "Glory Days" of steam. All are welcome, bring a friend!

SEPTEMBER**SEPTEMBER 3-11, 2011 - LANCASTER CHAPTER "AMERICA THE BEAUTIFUL" TOUR - SOLD OUT****SEPTEMBER 25, 2011 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION. ANNUAL CHAPTER PICNIC**

Doors open with Chapter Board Meeting at 3:00 pm - Picnic starts at 4:00 pm. The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Picnic is free for chapter members and \$5.00 for guests. Join your Chapter friends for a leisure, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic Christiana Freight Station and our Chapter Caboose.

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, JUNE 20, 2011, STARTING AT 7:30 P.M.

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY
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PHONE: 610-593-4968
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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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