

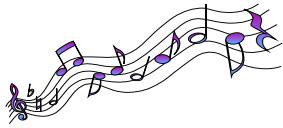


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 42 NUMBER 10

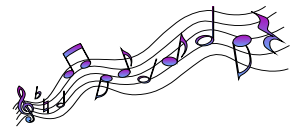
CHAPTER WEBSITE: WWW.NRHS1.ORG

OCTOBER 2011



AN IMPROMPTU CONCERT ON THE TRACKS

BY JACK NEISS



RETIRED CONRAIL LOCOMOTIVE ENGINEER AND ROAD FOREMAN

Back in the early 1980s, one pre-dawn summer morning I happened to be operating Conrail Mail No.10 eastward from Trenton when we were advised by NASSAU Tower (*near Princeton Junction, NJ, MP 47.3 - Ed.*) that there were signal outages and possible track obstructions between Princeton Junction and New Brunswick due to a confirmed tornado. During the trip, we had been following a rather intense storm system ever since we left Harrisburg, but the majority of the severe activity seemed to be tracking north of the railroad until we passed HOLMES Tower, north of Philadelphia (*Holmesburg Junction, MP 77.2 - Ed.*). Lightning was intense with high winds, but we encountered very little precipitation. By the time we reached NASSAU, a slow order had been put up....10 mph, all tracks between NASSAU and EDISON (*Princeton Junction and 2 miles north of New Brunswick, NJ- Ed.*).



Passing NASSAU on a Stop and Go (*Rule 291, Stop and Proceed signal - Ed.*) running No. 1 track, I figured, "Well, here we go!" as I headed into some rather ominous looking storm clouds ahead of me. I passed a Maryland Division freight in short order on No.3 track headed up by two E-44s, apparently dead in the water due to the loss of catenary power. Fortunately, I had two rather new SD-40-2s for power and since No.10 was already about an hour behind schedule, the Dispatcher wanted to keep us going towards our terminal point at the Meadows as best as could be done. I passed the Maryland Division freight and noticed nothing unusual ahead of me storm damage wise, but I did see another headlight of a westbound in the distance, either stopped or moving toward me very slowly. This train was on track No. 4. Suddenly, the radio came alive...."Conrail 6424, Mail No.11 to Mail No.10, over." "Mail No.10, over." "Jack, I thought that sounded like you. Be advised there is a piano on the track in front of you on No.1 track about three cat poles west of MP (whatever it was, I forget). Don't run over it!" I thanked him and the brakeman and I went on the lookout.

Blüthner Model 6 Grand Piano

Approaching the location, sure enough there it was, a baby grand piano minus one leg, sitting squarely in the middle of our track. I advised the operator at NASSAU that I had stopped short of the track obstruction and we would advise him of what was what. Upon examination, the train crew and I found a Blüthner Baby Grand piano which played almost perfectly, unscratched except for some minor damage to its legs. A Blüthner piano of this model at that time sold for about \$10,000! We advised the powers that were and we were told that a track gang would be there shortly to remove the piano from the track. Apparently, a tornado had plucked this instrument up from somewhere nearby, carried it a ways and sat it down directly in front of us!

As a sideline, I am a musician besides being a retired railroader....keyboards being one of the instruments I play. So here lay a golden opportunity for an impromptu concert, at least until the track gang arrived. The piano played beautifully, despite being somewhat wet and I so serenaded the guys with some blues, jazz and a slightly distorted version of Jerry Lee's "Great Balls Of Fire". A Trainmaster and the five man track gang arrived about 10 minutes later and we all had one heck of a time lifting the piano off the track, but we managed to do so. After about a 40 minute delay, No. 10 was on its way towards the Meadows and I remarked to the brakeman afterwards that I was glad no one had ordered me to push this valuable musical instrument off the tracks. We found out later that it came from a house across the way from the tracks which was hit almost directly by a funnel cloud.

In retrospect, I wish that someone had a camera that day to record this event, as I probably was the only person ever to have played a small musical interlude directly on the tracks of the Northeast Corridor. As I was departing however, one of the Trackmen, a black chap who was exceptionally good on the keys, took up where I left off. Airs of "Summertime" and "St. Louis Blues" drifted my way, unfortunately drowned out by the noise of my locomotives as I pulled away. No doubt, if the owner of the piano was out and about, he or she would have had no problem locating where it had gotten to.

An event like this would probably happen only once in the annals of railroad history, and when I signed up at midnight in Harrisburg, I really had no idea that part of this trip would involve playing some live music in New Jersey. ♪





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"

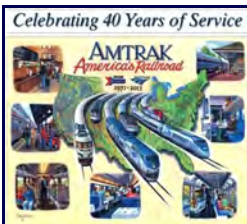


NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2011-2012, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 17, 2011 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 17 meeting, or by placing your name in nomination by writing, before October 1, 2011 to: David E. Stambaugh, Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

NOTE: Any candidate for office, whether nominated in advance or at the Regular Chapter Membership Meetings must give his/her consent, in writing, to be a nominee.



Secretary LaHood Announces Nearly \$745 Million In Rail Funding For Major Upgrades and Construction Along Northeast Corridor

WASHINGTON – U.S. Transportation Secretary Ray LaHood August 22 announced nearly \$745 million for construction along the Northeast Corridor (NEC) to upgrade some of the most

heavily-used sections. The NEC will receive \$449.94 million to upgrade electrical systems and tracks between Trenton, NJ and New York City, resulting in improved on-time performance and reliability, and an initial increase in top operating speeds up to 160 mph and future maximum speeds of 186 mph. Another \$294.78 million will 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.

"These grants are a win for our economy and a win for commuters all along the Northeast Corridor," said Secretary LaHood. "We are creating new construction jobs, ordering American-made supplies and improving transportation opportunities across a region where 50 million Americans live and work."

Today's announcement is part of the Obama Administration's unprecedented capital investment in the Northeast Corridor, and the improvements will allow for the fastest passenger train speeds attained in North America to date. Thanks to these investments, Acela Express trains will soon reach up to 160 mph (up from 135 mph today) along a 24-mile segment of the corridor between Trenton and New Brunswick, NJ, with the replacement of electrical catenary, supplemented power supply, and modernized signals and tracks. In the future, as Amtrak purchases new, next generation high-speed train sets, passengers will travel at world-class speeds of 186 mph along the improved track.

Improvements to the Harold Interlocking rail junction in Queens will eliminate congestion between intercity and commuter trains and allow for the future growth of high-speed service along the corridor. A new flyover will separate Amtrak trains travelling between New York and Boston from

Long Island Railroad and Metro-North commuter trains, and NJ Transit trains accessing Sunnyside Maintenance Yard in Queens.

"With gas prices on the rise and congestion clogging our roads, more and more Americans are choosing to travel by train," said Federal Railroad Administrator Joseph C. Szabo. "With our population expected to grow by 100 million more people between now and 2050, we are investing in a high-speed rail system that connects to other modes of transportation, reduces congestion and improves the efficiency and reliability of travel in America. Increasing speeds and improving service on the Northeast Corridor, which is the most heavily-traveled passenger rail corridor in the nation, is a crucial part of our effort."

Both projects are expected to generate 12,000 jobs. Pre-construction work between Trenton and New York City will begin in late 2011, with initial construction commencing in 2012. The project is expected to create 400 jobs per year over the period of construction. Through the Obama Administration's strict implementation of the "Buy America" requirement, the opportunity for U.S. manufacturers and suppliers continues as more than 100 miles of wire, hundreds of catenary poles, and a large volume of electrical equipment such as transformers will be used as part of the upgrades. Construction on Harold Interlocking will begin in September 2012, creating 9,200 jobs over the length of the project, and include the procurement of new switches, miles of track, concrete ties, bridges, signal towers, catenary poles, and retaining walls.

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 and annual appropriations have provided \$10.1 billion to put America on track towards providing new and expanded rail access to communities and improving the reliability, speed, and frequency of existing service. Of that, more than \$7.3 billion has been obligated to date. [U.S. Department of Transportation]



AAR's "Amtrak Problem" Goes Public

The Association of American Railroads says it is suing the federal government for giving Amtrak the "authority to promulgate binding rules governing the conduct of its contractual partners, the freight railroads."

Such authority, bestowed to Amtrak by Congress, gives the national railroad passenger carrier an unfair political hammer, hampering host freight railroads due to its "historically poor record of on-time performance and (a) chronic inability to generate revenue sufficient to cover its operating costs," AAR says.

AAR is challenging the constitutionality of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), which gives Amtrak and the Federal Railroad Administration the power to "jointly ... develop new or improve existing metrics and minimum standards for measuring the performance and service quality of intercity passenger train operations."

Pro-Amtrak advocates note PRIAA, signed into law by President George W. Bush, intended to address Amtrak's on-time performance issues which (the advocates charge) were exacerbated by freight railroad hosts giving Amtrak short shrift as a tenant and failing to comply with the spirit—and sometimes the letter—of earlier law.

AAR says the metrics and standards section of PRIAA establishes performance standards for Amtrak, but relies heavily on "Conductor Delay Reports" as evidence for determining whether the railroads are at fault for

Amtrak's missing its marks. If an Amtrak train falls below 80 percent of the on-time standard for two consecutive calendar quarters, the Surface Transportation Board can investigate Amtrak or the host freight railroad. The Board may order the host rail carrier to pay damages to Amtrak.

Amtrak owns most of the Northeast Corridor, as well as NEC offshoots such as the Keystone Corridor in Pennsylvania and its New Haven-to-Springfield route in Connecticut and Massachusetts, along with other short stretches of right-of-way in New York State and in Michigan. But the vast majority of its route structure operates over freight railroad rights-of-way, with Class I railroads hosting most of the network.

AAR, representing the freight roads, say PRIIA is "unconstitutional because it improperly delegates lawmaking and rulemaking authority to a private company."

AAR's suit names the Department of Transportation, Transportation Secretary Ray LaHood, the Federal Railroad Administration, and Federal Railroad Administrator Joseph Szabo. AAR is represented by Thomas Dupree Jr. with Gibson Dunn & Crutcher and by its house counsel Louis Warchot. Amtrak, an AAR member itself, appears not to have been named as a defendant. *[Railway Age Rail Group News]*

[Amtrak's Four-Legged Security System Works, Gets Rave Reviews](#)

In a nation divided on almost every issue, there is one topic which brings almost universal agreement: travelers hate the experience they face at America's airports. Security is slow, inefficient, and at times downright humiliating, they complain. Surely there must be a way to protect the system, without insulting the very customers that system is designed to serve.

Welcome to Amtrak.

Every day, thousands board trains across America, without ever passing through a metal detector, subjecting themselves to a full body scan, or feeling the probing hands of a surly security guard. Indeed, on most routes, passengers are left to wonder if they have been screened at all.

"The machines would literally shut the system down," says John O'Connor, the Chief of the Amtrak Police. "You can put a canine in literally thousands of people moving through very quickly. And that dog will be able to detect if somebody has explosives."

That's right; with few exceptions, Amtrak's "scanners" are dogs. Often unnoticed by most of the rail agency's passengers, the four-legged security guards relentlessly scour the crowded concourses and platforms, looking for trouble.

The animals are specially trained "vapor wake" dogs, custom-bred to serve a very specific function: detecting the microscopic traces of explosives, which trail in the air behind would-be bombers.

"We don't stop anybody, or intrude on anybody's path, or rights," says Inspector William Parker, the chief of the Amtrak K-9 program. "Like I tell people, 'Come to Amtrak; we don't undress you, we don't mess with you.'"



RIOT, A BELGIAN MALINOIS, ON DUTY AT UNION STATION IN CHICAGO, ILLINOIS.

On a recent morning at Chicago's Union Station, two different Amtrak dogs were working the concourses, circling in and out of the commuters. But the dogs weren't sniffing the passengers. They were sampling the molecules those passengers left behind.

"He's smelling the air," Parker said, watching his animals work. "As you see, that dog pulls to wherever somebody's walking, because he wants to search people. He knows what the mission is."

And the dogs can be remarkably accurate. On that morning in Chicago,

decoys sent through the crowds, carrying real explosives under their clothing, were quickly identified. Often, that identification came after the bombers passed. But at that point, the dogs caught the telltale scent of explosives, swivelled, and locked in on their prey, leading handlers to the danger.

"They can work a crowd of a thousand people, moving, whereas you can only put a couple hundred people through a machine in an hour," said O'Connor says. "If you're a bad guy, and you're planning something at this station, you don't know where we're going to be. And you may think, this is not the station I want to attack."

To be certain, the dogs aren't everywhere on the system. Amtrak officials argue that the randomness and unpredictability of the K-9 program adds to its effectiveness.

Indeed, in a recent hearing on Capitol Hill, the Amtrak dogs were held up as the gold standard of what security could be. At the height of a blistering tongue-lashing delivered to a seemingly bored Transportation Security Administration official, Republican Congressman Jason Chaffetz of Utah pointed to Amtrak's Parker and issued a challenge.

"You take a thousand people and put them in a room. I'll give you 10 whole body imaging machines. You give me 5,000 people in another room. You give me one of his dogs, and we will find that bomb before you find your bomb."

TSA officials argue that the dogs don't come cheap and require a full complement of handlers. The TSA supports Amtrak's program, but critics note that officers at the nation's airports are looking for a lot more than just bombs.

"I think the dogs could be used effectively at the airports," O'Connor said. "It may not replace what's there now, but it can supplement it. And in some cases, substitute for it, in places where it might be more efficient to use the dogs than the machines."

Watching his dogs work the concourses in Chicago, Parker didn't flinch when asked about the congressman's challenge.

"I know I would have won it," he said. "With the dogs I have at Amtrak, we would have won it." *[Phil Rogers, WMAQ-TV - NBC Chicago]*

[House Republican Budget Plan Will Eliminate All State-Supported Amtrak Service](#)

WASHINGTON – Despite record-breaking Amtrak ridership and strong support for intercity passenger rail by 15 states, the House Republican transportation budget plan will effectively eliminate all state-supported Amtrak service across the country for the fiscal year beginning October 1.

The FY 2012 Transportation-HUD House Appropriations Subcommittee budget proposal offered by the Majority prohibits the use of federal funds provided to Amtrak to fund any operating costs of state-supported trains. If enacted by the full Congress, it will eliminate nearly 150 weekday state-supported trains and negatively impact the more than nine million passengers who ride those trains each year and the communities they live in.

"The House Republican plan is shortsighted and is the wrong policy for America," said Amtrak President and CEO Joseph Boardman. "It will result in the loss of jobs and reverses significant progress made to use passenger rail to reduce U.S. dependence on foreign oil."

"The GOP plan penalizes states that have made investments in passenger rail, some of which have contributed toward costs for nearly 40 years," said Amtrak board chairman Tom Carper. "It kills an engine of local and regional economic growth much needed today, harms the future economic vitality of the nation and is unnecessary."

Under legislation passed by Congress in 2008, Amtrak is working cooperatively with its state partners to develop a common methodology to shift more of the operating and capital costs of state-supported trains

to the states.

"The Republican proposal forces an unwelcome decision on states who clearly want to preserve and expand passenger rail service," Carper stated.

The 15 states which provide state-supported Amtrak service are: California, Illinois, Maine, Michigan, Missouri, New York, North Carolina, Oklahoma, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington and Wisconsin. [Amtrak News Release]



[DOT Funds Amtrak Vermonter Reroute](#)

The Department of Transportation has awarded \$72.8 million to Massachusetts to rehabilitate 50 miles of track in the Bay State, allowing Amtrak service to Vermont to return to an earlier and potentially speedier route.

Amtrak's Vermonter, which runs during the day from Washington, D.C. to St. Albans, Vt., on the U.S-Canadian border, at present straddles the eastern border of Vermont and New Hampshire, serving Amherst, Mass., Brattleboro and Bellows Falls, Vt., and Claremont, N.H., among other municipalities. The Vermonter was launched in 1995 following the termination of Amtrak's Montrealer, an overnight train which provided service to and from its namesake city and Washington.

Transportation Secretary Ray LaHood said the improvements to the Vermont would trim up to 30 minutes of travel time by upgrading 50 miles of track between Springfield, Mass., and East Northfield, Mass. New Massachusetts station stops are planned for Greenfield, Northampton, and possibly Holyoke. Last year Vermont's agency of Transportation was awarded a \$50 million grant to upgrade 190 miles of track between St. Albans and Vernon, Vt. Ridership on the route reportedly increased 16% in 2010. [Railway Age Rail Group News]



[CSX Investing \\$15 Million for New Intermodal Terminal in Louisville](#)

JACKSONVILLE, Fla. - CSX announced that a privately-funded \$15 million, 34-acre intermodal terminal will be constructed in Louisville, Kentucky. The terminal, which is slated to begin operations in early 2012, will provide efficient, economical and environmentally-friendly rail intermodal service to customers and consumers in the greater Louisville area.

The new terminal will be built and operated by CSX Intermodal Terminals and will employ about a dozen people. When it opens, the new terminal will provide inbound and outbound daily train service connecting through the company's Northwest Ohio Intermodal Terminal to markets across CSX Transportation's (CSXT) broader 21,000-route mile network.

From there, shipments will connect to service destined throughout the country. The initial train service will be designed to capture the immediate market demands of the Louisville area and provide capacity for growth as business demands.

The new facility is between CSXT's Osborne Yard and the Louisville Industrial Center near Louisville International Airport. Trucks serving the terminal are expected to use I-65, the Outer Loop and National Turnpike.

The terminal development project includes the installation of new track, pavement, drainage, gates for inbound and outbound containers, and the refurbishing of two buildings for use as office facilities. [CSX Corp.]



[Subway Station Reopens a Decade After 9/11 Damages](#)

NEW YORK — The Metropolitan Transportation Authority has completed renovations on the Cortlandt Street subway station, *WNYC Radio* in New York has reported. The finished work comes a decade after the station sustained serious damage in the 9/11 terror attacks.

The damage occurred when the collapsing World Trade Center towers dumped debris into the station, nearly causing it to collapse. Steel beams, concrete, conduit, and wires crashed down on the station, blocking tracks and closing an important part of Manhattan's transportation system.

"We made a commitment to fully reopen the Cortlandt Street Station in time for the 10th anniversary of 9/11, and we are here today to fulfill that commitment," said Jay Walder, the agency's chairman

The station first reopened in 2002, and operated under makeshift conditions until 2005. Since then, it's undergone a series of partial closings to accommodate renovations, plus the addition of a new underground passageway. [TRAINS News Wire]



[Norfolk Southern Selects Pennsylvania City for \\$95 Million Intermodal Terminal Project](#)

Norfolk Southern has chosen Greencastle, Pa., for its \$95 million intermodal facility, which is part of the railroad's 2,500-mile Crescent Corridor network from New Jersey to Louisiana. "The Crescent Corridor offers north-south connectivity," said Richard Marrs, a spokesman for the company. "Normally, it's been east to west, so this is a new opportunity for businesses in the region that want to take their goods north into the Northeast or, vice versa, take it south into the Southeast."

In addition to creating about 126 jobs at the intermodal facility and another roughly 150 jobs supporting the facility, its creation is estimated to benefit more than 5,000 jobs through purchases and payments made by the railroad and new industries it will attract to the region, he said.

Often, the shipment begins and ends by truck, but also spends time on a train, ship or airplane, Marrs said. At the Greencastle facility, containers will be moved from trucks to trains and vice-versa, he said. The target business for Norfolk Southern's intermodal transport is shipments headed to destinations about 500 miles away, Marrs said. The truck leg of the journey generally will be within a 50-mile radius of the intermodal facility, he said. [The Herald Mail - Hagerstown, Md.]

[Norfolk Southern Buys Genset Kit for Conrail Shared Assets Operations](#)



NICHOLASVILLE, Ky. - Norfolk Southern is purchasing a Genset locomotive kit from R. J. Corman RailPower for use on Conrail's North Jersey Shared Assets Operation. The 2,000-hp RP20BD locomotive will be delivered in the fourth quarter of 2011.

The purchase was accomplished through a public-private partnership that pooled money from the New Jersey Department of Transportation, the Port Authority of New York and New Jersey, and Norfolk Southern.

Norfolk Southern's Thoroughbred Mechanical Services shop in Altoona, Pa., will assemble the Genset. NS's shop has assembled five locomotives for various other R. J. Corman RailPower customers. Thoroughbred Mechanical Services currently has another 11 units in the assembly process. [TRAINS News Wire]

[Norfolk Southern App Keeps Smart Phone Users Up to Date on Railroad News](#)

NORFOLK, VA. - Norfolk Southern Corporation (NYSE: NSC) is making a mobile app available for smart phone users who want to access the company's latest news and general information, stock information, and images.

The app is available now for iPhone through the application store. Users can search for it under the following terms: Norfolk Southern, trains, locomotives, infrastructure, freight rail, commercial freight, railroad, rail safety, Thoroughbred, and One Line. A version of the app for Droid phones will be available in the next few weeks.

"This puts NS information into the palm of the hand," said Frank Brown, assistant vice president corporate communications. "It's available wherever there is a mobile signal, and it doesn't hurt that it's free and easy to use."

The app's "News" button gives users a choice of company news releases and real-time feeds of the NS Facebook and Twitter pages. The "Stocks" button provides the latest available NS stock price and related industry financial news. "Media" offers photos and videos of locomotives, people, commodities, and scenery.

The NS system map and other general company information are found under the "About Us" button, while the "Contact Us" button gives key NS telephone numbers. "TimeLine" helps users explore company milestones going back to 1827.

The Norfolk Southern app was inspired by NS employees and developed by RP3 Agency, the company's advertising firm. [Norfolk Southern Corp.]



NJ Transit Advances Pennsauken Transit Center Project

NEWARK, NJ — A project that will create a direct link between River Line light rail and Atlantic City Rail Line (ACRL) service advanced July 13th, as the NJ TRANSIT Board of Directors approved construction of the second and final phase of the Pennsauken Transit Center, which will offer convenience and new travel options to South Jersey customers when completed.

"By connecting South Jersey's two rail lines, this new facility will expand the reach of these individual services, providing customers with convenient access to a much broader array of travel destinations," said Transportation Commissioner and NJ TRANSIT Board Chairman James Simpson.



PENNSAUKEN TRANSIT CENTER UNDER CONSTRUCTION SHOWING RIVERLINE AND ATLANTIC CITY LINE OVERHEAD. PHOTO BY JEFF MARINOFF.

The Board authorized a \$13.8 million contract with Terminal Construction Corporation of Wood-Ridge, NJ, for construction of Phase II of the Pennsauken Transit Center, including platforms, a parking lot, drainage improvements and customer amenities.

The transit center is being built in two phases along Derosse Avenue where the ACRL crosses above River Line tracks.

Phase I, which broke ground in October 2009 and is currently underway, covers River Line elements of the project, including construction of a 200-foot platform with 60-foot canopy to protect customers boarding light rail trains. The work is being performed under a separate \$2.1 million contract awarded to Northeast Remsco, Inc., of Farmingdale, NJ, with ARORA and Associates, PC, of Lawrenceville, NJ, providing design services. The contract also includes installation of infrastructure and conduit for communications, security and ticket vending machines, grading, drainage, lighting and public art.

In Phase II, two 300-foot-long, high-level platforms will be built on either

side of the elevated ACRL tracks, with a 100-foot canopy on each platform. Two sets of stairs will be constructed, as well as two elevators to provide access to customers with disabilities. The second phase also includes construction of a 280-space parking lot, a dedicated bus drop-off/pick-up area, drainage improvements, installation of a passenger communication system and a restroom facility, as well as resurfacing, curbing and lighting improvements to Derosse Avenue.

The approximately \$32 million Pennsauken Transit Center will create or sustain hundreds of jobs and will for the first time provide thousands of customers with direct transfers and access to all stations on both lines.

The new facility will provide Atlantic City Rail Line customers with direct access to the River Line, with connections in Camden to PATCO rail and NJ TRANSIT bus service to Philadelphia, and in Trenton to NJ TRANSIT Northeast Corridor rail service to New York. River Line customers will gain direct access to Atlantic City, Philadelphia and all intermediate ACRL stations.

Construction of the overall project is expected to be completed in late 2012 and open for service in early 2013. [NJ Transit]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN OCTOBER

Oct. 19, 1854 - West Chester & Philadelphia Railroad opens for revenue service between Burmont and Media, Pa.

Oct. 16, 1864 - New PRR passenger station opens on north side of Market Street between 30th and 31st Streets in West Philadelphia. Remodeled from an existing stone building, roof of the 337' x 57' frame shed for arriving trains uses components from the Sanitary Fair building that had been erected in the summer in Logan Square. 11th & Market Street station abandoned and operation of PRR passenger cars on Market Street discontinued.

Oct. 6, 1874 - Franklin Institute holds exhibition of local arts and industries in PRR freight station at 13th & Market Street; visited by nearly 300,000 before closes on Nov. 12.

Oct. 1894 - PRR completes private telephone and telegraph lines linking Broad Street Station with city ticket offices and Dock Street freight station.

Oct. 24, 1904 - PRR announces completion of pneumatic semaphores between Philadelphia and Washington.

Oct. 17, 1915 - Third Street Station, Harrisburg, on Cumberland Valley closes; track elevation completed between river and main station.

Oct. 6, 1919 - Full service restored through new Radebaugh Tunnel after 1,000 feet of roof removed at west end and 200 feet at east end, leaving tunnel 869 feet long.

Oct. 8, 1924 - PRR files plans for new station at Newark, N.J., that will also serve Hudson & Manhattan Tubes and Public Service trolley subway, with city authorities.

Oct. 21, 1929 - PRR and City of Baltimore announce agreement on Baltimore Improvements, including electrification and new double-track Union and B&P Tunnels.

Oct. 24, 1934 - New PRSL Atlantic City Terminal dedicated; set to coincide with birthday of Mayor Bacharach, who initiated city redevelopment efforts and for whom boulevard on former PRR right-of-way is named.

Oct. 9, 1938 - PRR begins road tests between Valparaiso and Fort Wayne sponsored by AAR Mechanical Section to develop a high-speed reciprocating steam engine capable of hauling 16-car (1,000-ton) passenger trains at 100 MPH on level track; test tracking and wear of two K4s, C&NW Class E4 4-6-4, and Union Pacific 4-8-4; tests show need more

powerful locomotive than those in current use on PRR.

Oct. 18, 1949 - Budd RDC-1 Demonstrator makes round trip from Broad Street Station to Parkesburg, Pa.

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

Oct. 23, 1959 - Last run of passenger trains between Perth Amboy and Jamesburg, ending all passenger service between South Amboy Jct. and Jamesburg on old Camden & Amboy line.

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

Oct. 29, 1967 - Speed limit of GG1s in Northeast Corridor increased to 100 MPH; running time of *The Afternoon Congressional* reduced from 3 hours:35 minutes to 3:20; fastest time with conventional equipment.

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

CONRAIL BIG BLUE MEMORIES CONRAIL EVENTS IN OCTOBER



Oct. 16, 1976 - Gettysburg Branch transferred to Sloan Cornell.

Oct. 28, 1978 - Reading Division abolished and split between Harrisburg and Philadelphia Divisions.

Oct. 1, 1981 - Detroit Terminal Railroad absorbed by Conrail.

Oct. 25, 1982 - Dedication of modernized and expanded Coal Pier 124 in Philadelphia.

Oct. 1, 1985 - Conrail is first railroad in the Northeast and Midwest to offer 48' piggyback service.

Oct. 21, 1986 - Pres. Reagan signs Conrail Privatization Act into law, allowing public stock offering.

Oct. 23, 1996 - Pittsburgh, Pa. Intermodal Facility opens.

Oct. 27, 2003 - C Tower in Conemaugh, Pa. closes.



TIMETABLE 10-11

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, Oct. 1-2, 2011

The Susquehannock and The Pittsburgher Special Fall Foliage Excursions in conjunction with

Railfest 2011 by the Altoona Railroaders Memorial Museum. Info: www.railroadcity.com.

Friday through Sunday, Oct. 7-9, 2011

Fall Spectacular 2011 at the East Broad Top Railroad. Info: www.ebtrr.com.

Saturday and Sunday, Oct. 8, 16, 22, 30, 2011

Reading & Northern Excursion - All-day, diesel-powered fall foliage excursion from Port Clinton to Jim Thorpe, Pa. Info: www.readingnorthern.com.

Monday, Oct. 10, 2011

Columbus Day.

Thursday through Saturday, Oct. 13-15, 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 Saturday, Oct. 13-15, 2011

The Fine Scale Model Railroader Expo 2011 at the Holiday Inn, Peabody, Mass. Info: www.modelrailroadexpo.com

Saturday, Oct. 15, 2011

Steamtown Excursion to Dansbury Station Rededication. Ex-Reading FP7 diesels power a 100-mile round-trip from Scranton to East Stroudsburg, Pa. Info: www.nps.gov/stea.

Thursday through Sunday, Oct. 20-23, 2011

B&O Railroad Historical Society Annual Convention in Youngstown, Ohio. Info: www.borhs.org.

Thursday through Sunday, Oct. 27-30, 2011

N.R.H.S. Fall Conference at the DoubleTree Downtown Hotel, 700 N. King Street, Wilmington, DE. Hosted by the Wilmington Chapter.

Saturday and Sunday, Oct. 29-30, 2011

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

Saturday and Sunday, Nov. 5-6, 2011

Roanoke Chapter, N.R.H.S. Fall Foliage Amtrak Excursions from Roanoke, Va. to Abingdon/Bristol, Va. and Bluefield, W.Va. Info: www.RoanokeNRHS.org.

Sunday, Nov. 6, 2011

Gaithersburg Model Train Show and Railroad-Transportation Artifacts Show and Sale at the Montgomery County Fairgrounds in Gaithersburg, Md. Info: www.gserr.com.

Saturday and Sunday, Nov. 12-13, 2011

First Frost Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 N. 17th Street, Allentown, Pa. 18014. Info: www.allentowntrainmeet.com.

Friday through Sunday, Nov. 18-20, 2011

Norfolk Southern Exhibit Car on display at the Strasburg Rail Road.

Friday through Sunday, Nov. 18-20, 2011

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

Friday through Sunday, Nov. 25-27, 2011

Saturday and Sunday Dec. 3-4, 10-11, 17-18, 2011



Santa's Paradise Express. Strasburg Rail Road will welcome a very special visitor this November and December. That's right, Santa himself will climb aboard and visit with families as they travel down the tracks to Paradise, PA and back. As a special treat, children ages 3 to 11 will receive a gift from Santa and his helper. After the train ride, children are treated to storybook readings of holiday classics. Visitors of all ages can also enjoy a ride aboard the Tinsel Trolley, a self-propelled motor car. Info: www.strasburgrailroad.com.

Friday and Saturday, Nov. 25-26, 2011 & Saturday, Dec. 3, 2011

Holiday Express at the Steamtown National Historic Site in Scranton, Pa. Info: www.nps.gov/stea.

Saturday and Sunday, Nov. 26-27, 2011

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

Saturday and Sunday, Dec. 3-4, 2011

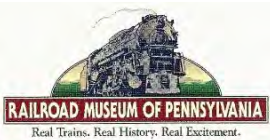
Greenberg's 35th Anniversary Train and Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD 21093. Info: www.GreenbergShows.com.

Saturday and Sunday, Dec. 10-11, 2011

Greenberg's Train and Toy Show at the Lancaster County Convention Center, 3 East Vine St., Lancaster, Pa. 17603. Info: www.GreenbergShows.com. The King of Prussia show on these dates has been cancelled due to facility renovation.

Monday through Monday, June 18-25, 2012

2012 N.R.H.S. National Convention in Cedar Rapids, Iowa. Initial ticket sales for lowa-based events will start in early fall of 2011. Info: www.nrhs.com.



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Through Saturday, Dec. 31, 2011

RAIL TRAFFIC CONTROL: Managing the Crossroads of Commerce

Friday, Oct. 7 thru Sunday, Oct. 9, 2011

Model Railroading Days

Sunday, Oct. 9, 2011

Garden Railways Tour

Saturday, Nov. 5, 2011

1940s Swing Dance

Saturday and Sunday, Nov. 5-6, 2011

Trains & Troops - Order your tickets now!

Saturday, Dec. 3 and 10, 2011

Home For The Holidays

Saturday, Dec. 3 and 10, 2011

Polar Express Parties - Registration begins Oct. 17 for this sell-out event.



RIDING THE READING ...

READING COMPANY EVENTS IN OCTOBER

Oct. 17, 1884 - Reading Shops turns out the first Class D-44 4-4-0 with 68½" drivers for fast running on the Bound Brook Route.

Oct. 1, 1886 - Station agency discontinued at Lost Creek on the Shenandoah Branch.

Oct. 15, 1886 - Philadelphia & Reading Receivers authorize condemning land needed for new wye track at Barto.

Oct. 22, 1964 - Reading agrees to end attempt to discontinue Philadelphia-Jersey City passenger service in return for 33% fare increase and state subsidy.



SEPTEMBER, 2011

CHAPTER MEETING MINUTES

The Regular Monthly Membership Meeting of the Lancaster Chapter, N.R.H.S. was superseded by the Chapter's Annual Picnic on Sunday, September 25, 2011. Consequently, there are no Chapter Meeting Minutes to report.

Respectfully Submitted: *Donetta M. Eberly - Secretary*



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS



Atlantic City Express Service Shuts Down for Season

ATLANTIC CITY, N.J. — The Atlantic City Express service shut down for the season September 18. Atlantic City casinos Harrah's Resort, Caesars Atlantic City, and Borgata Hotel Casino & Spa fund the New York-Atlantic City service aimed at gamblers.

Harrah's spokeswoman Katie Dougherty said the service would resume in May 2012. The casinos launched the service in February 2009 as a way to lure upscale New York gamblers to the casinos. Bilevel cars equipped with plush leather seats operate between Manhattan and Atlantic City in about 2 and a half hours, offering an alternative to bus or car trips. However, the service has been unprofitable, casting its future into doubt. The casinos have a three-year agreement with NJ Transit to run the trains. In a statement issued this week announcing the seasonal shutdown, the casinos said they remain committed to the service, calling it "a valuable marketing tool not only for the partner properties, but for Atlantic City."

Service began in 2009 with 18 trips per week, but operators cut it to 11 by the end of that year. The casinos reported the service lost \$6 million in its first year, but they haven't released financial numbers for it since then.

[TRAINS News Wire]



MTA Receives \$295 Million Federal Grant to Improve Harold Interlocking

The New York Metropolitan Transportation Authority (MTA) recently received a \$295 million federal grant to improve the Harold Interlocking, a junction point in Sunnyside Yards used by MTA Long Island Rail Road, New Jersey Transit and Amtrak trains to travel into and out of New York City.

Construction is slated to begin in September 2012, according to a press release from U.S. Rep. Carolyn Maloney (D-N.Y.).

The funding is part of \$2 billion in high-speed rail grants announced by the federal government in May. New York Gov. Andrew Cuomo applied for the grant in April after Florida Gov. Rick Scott rejected high-speed rail funds for his state.

"This project will relieve one of the worst choke points in our entire transit system, pave the way for high-speed rail [along the Northeast Corridor], create 9,200 jobs and boost the economy by more than a half-billion dollars," Maloney said.

Harold Interlocking is the busiest passenger-rail junction in North America, with 783 trains moving through the interlocking daily, according to the release. [Progressive Railroading Daily News]

Brunel Awards Winners For Railway Design Excellence Announced

The Association of American Railroads (AAR) and International Union of Railways (IUC) jointly announced that 43 projects in 11 nations have won 2011 Brunel Awards in the international railway design competition, which

was held in Washington, D.C., and attracted more than 150 entries. Nineteen projects received Brunel Awards, the highest level of recognition, and 24 others received commendations.

Brunel Awards recognize excellence in railway architecture; engineering; landscape and environmental, locomotive and car, and product design; graphic arts; and corporate branding. Honorary co-chairs of the awards committee are Federal Railroad Administrator Joseph Szabo and AAR President and Chief Executive Officer Edward Hamberger.

"This year's submissions from the rail industry are evidence of the tremendous commitment to quality in design and expertise in building and maintaining a true 21st Century rail network," said Hamberger in a prepared statement.

Five projects in the United States and five in Japan won Brunel Awards, while projects also were recognized in Austria, France, Germany, the Netherlands, Portugal, Spain, Sweden, Switzerland and the United Kingdom.

The five U.S. projects are: the Joseph R. Biden Jr. Amtrak station in Wilmington, Del.; Southeastern Pennsylvania Transportation Authority stations in Fort Washington, Ambler and North Wales; MTA Metro-North Railroad's Croton Harmon locomotive and car shop; the Union Station bike transit center in Washington, D.C.; and Union Pacific Railroad's heritage locomotive fleet program. U.S. projects that received commendations are the Massachusetts Bay Transportation Authority's Massachusetts Avenue and Columbia Road bridges, Norfolk Southern Railway's Heartland Corridor intermodal route and Amtrak's Superliner I coach overhaul program.

Founded in 1963, the Brunel Awards are sanctioned by the Watford Group of International Railway Designers, an organization comprising railway design professionals from 20 countries in Europe, Asia and the Americas. The official award ceremony will be held Oct. 14 in Washington, D.C. The competition was held in the United States for the first time since 1994.

[Progressive Railroadng]

[Kinzua Viaduct Reopened September 15](#)



VIEW THROUGH THE GLASS-BOTTOM OBSERVATION DECK

MOUNT JEWETT, Pa. — Pennsylvania's Department of Conservation and Natural Resources dedicated a glass-bottom observation deck atop the Kinzua Viaduct Sept. 15, the *Associated Press* has reported. The bridge hasn't been open to the public since a tornado toppled six of the support towers in 2003.

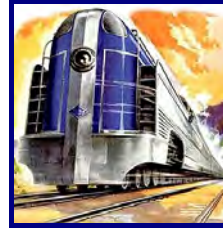
The new deck is built on the six surviving towers of the 2,100-foot bridge. The \$4.5 million project was originally slated for completion in 2009, but it experienced delays along the way. A second phase, which will include a visitor's center, remains in the planning stage.

New York, Lake Erie & Western built the first bridge on the site in 1882, and at the time, it was the world's longest and highest railroad bridge. The Erie Railroad rebuilt the bridge in 1900, and it carried freight trains until 1959. Short line Knox & Kane ran excursion trains over the line from 1987 until 2002. [TRAINS News Wire]

[What Happened to the Staples in My Lancaster Dispatcher?](#)

The Reading, Pa. Postal Processing Center recently returned all of our Berks County addressed newsletters. Consequently, effective with the September *Lancaster Dispatcher*, we discontinued using staples. We are still folding the newsletter, but are now affixing 3 mailing tabs. If we include any staples, the postage will increase by 20 cents for manual processing. As an alternative, you may wish to consider signing up for the printable, full-color electronic version of the *Lancaster Dispatcher*.

Please contact Fred Kurtz at a Chapter Membership Meeting or fkurtz@nrhs1.org if you're interested in this option.



[Reading Fans...Your Train Has Arrived!](#)

Con-Cor has announced a new "HO" Model of the famous Reading *Crusader* Trainset, due in 2012. The following information is from their website, www.con-cor.com, where you may pre-order this trainset.

The *Crusader* was the most famous passenger train ever operated by the Reading Railroad. Only one trainset was built, but two steam locomotives - one with Cab #117 and

the 2nd with Cab #118 were built so the train could continue to run while one of the locomotives was being serviced.

A unique feature of the train was that it had two Coach-Observation cars, one at each end so the train did not have to be turned at each end of the line to begin its return trip. The tenders on the steam locomotives had an extension piece on it so the round end of the Observation car, behind the loco, would fit into it and therefore present a continuous line of stainless steel down the train. The window shades would be pulled down so you would not see the back of the tender.

All final details about this great model are not known yet, and as we get more details we will share them with you.

Con-Cor will also be making a DCC Sound Decoder for this fine model with Authentic Steam sounds.

Features:

- ◆ Fully Detailed Steam Locomotive, faithful to the Original Reading Railroad plans.
- ◆ Model will be "DCC" ready, meaning it will run on "DC" right out of the box, and it will be easy to add a "DCC" Decoder into the tender.
- ◆ Optional "DCC" Sound Decoder (including a proper speaker) will be available from Con-Cor Trains
- ◆ Set will come with 5 passenger cars, Coach-Observation car (Car 1); Coach (Car 2); one diner/lounge (Car 3); another Coach (Car 4) and another Coach-Observation (Car 5)
- ◆ Will be a Limited Run Collector's Set.

Price is not known for now, but due to the price increases we are seeing from China, we expect this Locomotive and 5 car Set to Retail in the area of over \$700.00 or so when it arrives in 2012, but that is a guesstimate on our part, not a known fact.

DON'T MISS OUT ! By Pre-ordering Now you can save 20% off the final retail price, and insure yourself to have your name on the reservation list so you don't miss out on this Limited Run Collector's Set. We expect them to be Sold Out before the shipment arrives in 2012.

[Stock Number and Description](#)

0283-000117 "HO" Reading Railroad *Crusader* Collectors Train Set complete with Steam Locomotive and 5 matching cars. Locomotive Cab Number #117, \$ TBA, Delivery 2012

0283-000118 "HO" Reading Railroad *Crusader* Train Set complete with Steam Locomotive and 5 matching cars. Cab Number of Locomotive # 118, \$ TBA, Delivery 2012

0001-006017 "DCC" Sound Decoder for the Reading *Crusader* Train Locomotive Tender, \$ TBA, Delivery 2012 [Con-Cor.com]



New Pennsylvania Railroad Book Released



The Pennsylvania Railroad in Columbus, Ohio, by Rick Tipton. Published by the Pennsylvania Railroad Technical & Historical Society, 2011.

Hardbound 8½" x 11" 188 pages with 334 illustrations (the large majority, photos). Chapter 1, A Short History of Columbus Railroads, PRR Lines into Columbus, Other Lines and Connections at Columbus; Chapter 2, Columbus Union Depot and its Passenger Trains; Chapter 3, St. Clair Avenue Enginehouse; Chapter 4, Pennsy Freight Yards; Chapter 5, 20th St. Shops; Chapter 6, The Columbus & Newark C&N; Chapter 7, Columbus &

Xenia C&X; Chapter 8, Chicago Columbus & Indiana Central CC&IC; Chapter 9, The Akron Branch CA&C; Chapter 10, The Sandusky Branch.

Maps in Rear Pocket: Columbus Railroads, 1893; Columbus Railroad Facilities, 1934; Columbus Railroads and Industries, 1962; Port Columbus to Olentangy, 1958, Yards in Columbus and Bradford, 1928; Alum Creek to "RA," 1945; The Enginehouse at Spruce Street, c.1950; The Freight House at 4th & Naughten Sts., 1941; St. Clair Enginehouse and its Environs, 1951 and St. Clair Diesel Servicing Facilities, 1956. The book lists for \$75.00, SKU 119. Order at www.prrths.com/estore.

C&O Steam Locomotive Receives New Paint, Takes Place on Display



C&O No. 614 IN HER NEW PAINT SCHEME VAGUELY REMINISCENT OF THE SOUTHERN RAILWAY'S CRESCENT STEAM LOCOMOTIVES.

CLIFTON FORGE, Va. — Chesapeake & Ohio 4-8-4 No. 614 has been repainted and lettered Greenbrier Presidential Express. According to Ross E. Rowland Jr., the locomotive's owner, it will be moved west to White Sulphur Springs, Va.,

where it will be displayed on the private car track at the famed Greenbrier resort. The locomotive will act as an advertisement for a deluxe passenger service between Washington, D.C., and the Greenbrier, set to debut July 1, 2012.

Rowland said in a telephone interview that 99 percent of the painting has been completed on the locomotive, now resplendent in a new green and gold paint scheme designed by Bob Lorenz and applied by Chris McBride.

Meanwhile, 32 full-time workers are converting 10 sleepers into luxurious parlor cars at a former steel works in Pottstown, Pa., Rowland added. He expects another dozen workers to be hired. The cars, acquired from Grand Luxe and American Oriental Express, had already received upgrades to their running gear and other underbody equipment when Rowland's group acquired them.

"They took care of all that, which left us to do the interiors, which is what we wanted to do," he explained. In their new role, the equipment will operate out of Washington, leaving at 10 a.m. Wednesday and arriving in Virginia at 4 p.m. So there is no need for sleeping accommodations, Rowland continued.

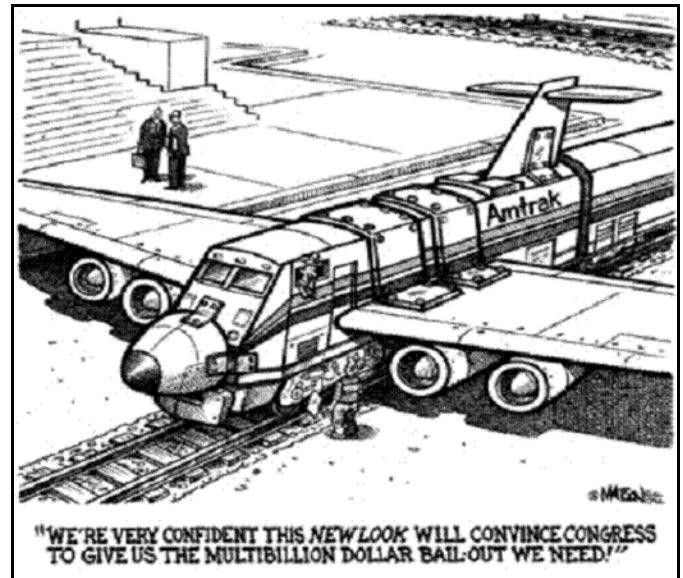
Three ex-Norfolk Southern GE C-39-8 locomotives are undergoing work at New Hope, Pa., on the New Hope & Ivyland. They will be shipped to Maine, where heavy overhauls and painting will take place at the Montreal Maine & Atlantic's Derby Shops.

"Everything is on track for a July 2012 startup," Rowland said. "We'll have a 15-car train ready to go by then."

Rowland concluded with a comment about No. 614: "CSX has a

system-wide no-steam, no antique-equipment policy, and we respect that," he said. "The Greenbrier Presidential Express will be diesel-only for the time being. If CSX ever changes their mind, we'll be ready to run 614."

[TRAINS News Wire]



COURTESY OF GREG AJAMIAN - WILMINGTON, DE CHAPTER, N.R.H.S.

THIS MONTH'S BANNER PHOTO

Denver & Rio Grande Western F9 No. 5771 powering the *Rio Grande Zephyr* at Tunnel No. 74 - Moffat Tunnel, in December 1981. The Denver & Rio Grande Western F9 A&B units were built by the Electro Motive Division of General Motors in 1955 and powered the *California Zephyr* and *Rio Grande Zephyr*. Retired in 1984, they were donated to the Colorado Railroad Museum by Southern Pacific Lines in 1996.

OPERATION LIFESAVER REMINDS YOU....



With 736 railroads reporting, the Federal Railroad Administration's Office of Safety Analysis issued a preliminary report showing that 5,257 accidents/incidents were recorded during the first six months of 2011, 7.9% fewer than in the corresponding period of 2010.

Rail-related accidents totaled 359, up 0.5%. Highway/rail grade crossing fatalities were up 4.0% to 130. Trespassing fatalities—at 214—were exactly even with the prior-year period.

There were 11 employee fatalities, the same as in the 2010 period.

Train accidents increased 4.3% to 998. They caused six fatalities, compared with seven in the first six months of 2010. The number of collisions increased 19.7% to 79, while derailments were up 7.1% to 724. Yard accidents edged up 1% to 531. [Railway Age Rail Group News]

Happy 
Halloween

Beware of ghosts and goblins on the tracks!





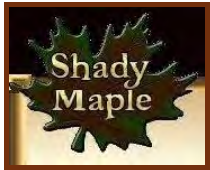
LANCASTER CHAPTER, N.R.H.S. ANNUAL BANQUET

FRIDAY EVENING, NOVEMBER 18, 2011

THE SHADY MAPLE SMORGASBORD - MAIN BALLROOM

129 TODDY DRIVE, EAST EARL, PA 17519

717-354-8222



PLEASE JOIN US AS WE RETURN TO THE SHADY MAPLE SMORGASBORD FOR ANOTHER WONDERFUL EVENING WITH GREAT FOOD, THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS AND A TERRIFIC MULTI-MEDIA PROGRAM AS ONLY STEVE BARRY CAN PRESENT. AND DON'T FORGET THE FABULOUS DOOR PRIZES!

SOCIAL HOUR / FULL BUFFET MEAL / DOOR PRIZES

6:00 PM - FELLOWSHIP SOCIAL HOUR

7:00 PM - FULL BUFFET MEAL

FOLLOWED BY A MULTI-MEDIA PROGRAM PRESENTED BY STEVE BARRY, EDITOR OF RAILFAN & RAILROAD MAGAZINE

THE BANQUET COST FOR 2011 IS \$25.00 PER PERSON

TICKETS WILL BE AVAILABLE AT THE OCTOBER 17TH CHAPTER MEMBERSHIP MEETING
OR, YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE

ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 4, 2011

✂ -----

NAME _____

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CITY _____ STATE _____ ZIP _____

NO. OF SEATS _____ @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

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"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

OCTOBER

OCTOBER 17, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING AND ANNUAL ELECTION OF CHAPTER DIRECTORS FOR 2011-2012. COME OUT AND VOTE - BRING A FRIEND OR TWO!!!



Dale Woodland returns with a fantastic traction program entitled *Trolleys of the Liberty Bell Route* - an interesting look at the Lehigh Valley Transit Company. The Lehigh Valley Transit Company (LVT) was a Pennsylvania interurban rail transport company that operated a network of city and interurban trolley lines. Among LVT's lines was the 45-mile Liberty Bell High Speed trolley line from Allentown to Upper Darby. The Liberty Bell High Speed Line is considered the last of the eastern U.S. high speed, side of road, over hill and dale, town street to farm land interurbans in the United States. If you like trolleys and interurbans, this is YOUR show - don't miss it!

NOVEMBER

NOVEMBER 14, 2011 - MONDAY, 7:30 PM - TRAVEL TIME OFFICE - CHAPTER BOARD MEETING

NOVEMBER 18, 2011 - FRIDAY EVENING - ANNUAL CHAPTER BANQUET AT THE SHADY MAPLE SMORGASBORD

We return to the Shady Maple Smorgasbord, one of the Chapter favorites, with a terrific program presented by Steve Barry. Full Buffet meal, fellowship and door prizes round out the evening. See order form in this issue of the *Lancaster Dispatcher*.

DECEMBER

DECEMBER 1, 2011 - THURSDAY EVENING, 7:00 PM - CHRISTIANA FREIGHT STATION CHRISTMAS DECORATING

Decorate the Freight Station and Christmas Tree for the Holiday Open House. Bring your favorite Train Ornament to hang on the tree.

DECEMBER 17, 2011 - SATURDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - HOLIDAY OPEN HOUSE

The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas displays - a fun-filled evening for the entire family!

DECEMBER 18, 2011 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - MEMBERSHIP MEETING & CHRISTMAS PARTY

Doors open at 1:00 PM with our Regular Chapter Membership Meeting at 2:00 PM, followed by our Annual Chapter Christmas Party. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit!

DOWN THE TRACKS IN 2012

We hope to have an exciting variety of programs featuring presentations from Amtrak, Norfolk Southern, Genesee & Wyoming's York Railway and our own Members, who will take us back to the vintage years of the Southern Pacific's *Daylight* and on one of the final runs of the Denver, Rio Grande and Western's *Rio Grande Zephyr*. Further information will appear in the *Lancaster Dispatcher*.

CHAPLAIN CONTACT INFORMATION:

Doris Geesey

Email: rscooter2@comcast.net

Phone: 717-347-7637

Please keep our Chaplain informed of member news



PHOTO COURTESY OF CHAPTER MEMBERS
LINDA AND STEVE HIMPSEL

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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING AND ELECTION OF 2011/2012 CHAPTER OFFICERS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, OCTOBER 17, 2011, STARTING AT 7:30 P.M. - ***Come out and vote!***

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY**
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416
PHONE: 610-593-4968
CHAPTER WEBSITE: WWW.NRHS1.ORG



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

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

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