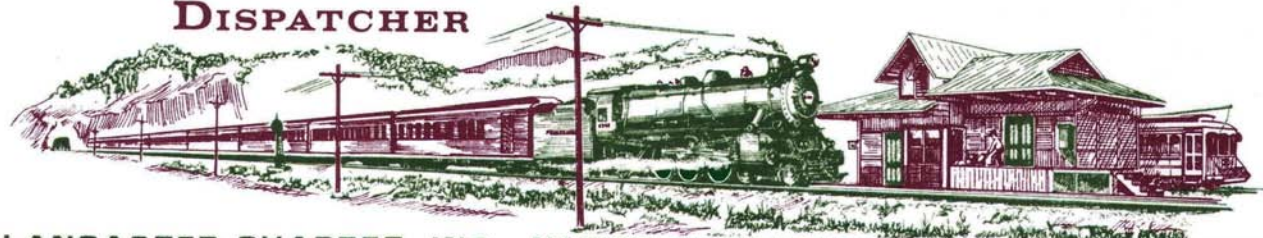


LANCASTER DISPATCHER

1935 - 2012



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 43 NUMBER 8

CHAPTER WEBSITE: WWW.NRHS1.ORG

AUGUST 2012



PENNSYLVANIA RAILROAD



PENN CENTRAL



CONRAIL



PENNSYLVANIA RAILROAD FAIRBANKS MORSE CPA16-4s ON A WESTBOUND SLAB TRAIN AT ALTO ON JUNE 11, 1953. PHOTO BY JOHN DZIOBKO.

The first interlocking plant at 17th street in Altoona was placed in service on March 6, 1890. The building was positioned where the present day ALTO tower is located and was referred to as simply the "17th street interlocking". The tower itself had a single rectangular first story and TWIN octagon towers located east and west of each other.

The twin octagon structure was replaced with a new structure in 1915 and was still referred to as the 17th street interlocking. The new structure was basically the structure we know today as ALTO tower, but in a more symmetric configuration, prior to several modifications. The primary reason for the new structure was to house a US&S early model 14 27-lever electro-pneumatic interlocking machine. Several other interlocking plants in PRR's Altoona rail complex were also rebuilt during the 1915-1917 period and most received electro-pneumatic interlocking machines. The new 17th street interlocking plant went into operation in September, 1915 with all 27 levers in service (10 signal and 17 switches). The new tower at this time (1915) had only one second story bay facing the tracks with only three windows in that bay. It also had a small cupola in the center of the roof, most likely for ventilation and cooling.

As far as we know, the tower was not much altered between 1915 and 1933 except for some changes to the interlocking functions including the incorporation of "SS" relays and route locking. By 1917 the interlocking was referred to as "JK" tower based on its telegraph code. In 1933 the 11-lever US&S model 14 electro-pneumatic interlocking machine from the 14th street interlocking was moved to JK tower. This 11-lever E-P machine was put into service at JK tower in May, 1933.



SHORTLY AFTER CONRAIL'S CREATION, PENN CENTRAL EXTRA 8132 EAST PASSES ALTO AS IT HEADS FOR THE YARD AT ALTOONA ON SEPT. 6, 1976. PHOTO BY JOHN CARR.

In 1934 the 23-lever US&S model 14 electro-pneumatic interlocking machine from the FG interlocking plant was moved into JK tower. This machine was first installed at FG in October, 1915, probably making it one of the early versions like the original 27-lever machine installed in JK tower. It is also probable that the tower was modified with a new east end bay window arrangement in order to provide room for the 23-lever machine. This 23-lever machine was placed into service at JK tower in January, 1935. The consolidation of 14th street and FG interlocking plants into JK tower served the objective of moving control of the passenger tracks through Altoona station into JK tower.

On February 19, 1942 the name of JK tower was changed to ALTO, an abbreviation of Altoona. In June, 1965, SLOPE interlocking was remote controlled from ALTO with an eight lever US&S model B type miniature electric machine. The machine was not coded but

rather utilized direct point-to-point wiring since the distance was short and the number of control wires small. This machine was located in the tower to the left of the original 27-lever machine where the Train-Phone unit was supposed to have been located. This 8-lever electric machine replaced the 23-lever electro-pneumatic machine original installed in BO (SLOPE) tower in November, 1915.



CONRAIL ALTO TOWER

On January 1, 1972 14th street and FG interlocking plants (control points?) were removed from service. The 23-lever E-P machine in ALTO that had been moved from FG in 1934 was subsequently removed from the tower leaving only the 27 and 11 lever E-P machines.

In 1973 a new 15 station/30 lever CTC panel was installed in ALTO tower to the left of the operator's desk. This CTC panel had two US&S 504 CTC code lines installed extending east to former Altoona area interlocking plants WORKS and ROSE along with a new plant called HOMER. On December 1, 1973 WORKS (9 switch, 6 signal) was made remote control from ALTO on code line A. On February 28, 1974 HOMER (2 switch, one signal) was made remote control from ALTO on code line B and on April 1, 1974 ROSE (1 switch, 1 signal) was also made remote control from ALTO on code line B. The panel had 3 spare switch levers and 7 spare signal levers.

In 1981 the 15 station/30 lever CTC panel was removed and replaced with a new 30 station/60 lever panel that included an additional remote interlocking (control point) called ANTIS. The number of switch and signal levers for WORKS, HOMER and ROSE remained the same on the new panel along with 7 new switch and 7 new signal levers for ANTIS. This new panel also had 9 spare switch positions and 13 spare signal positions. On June 11, 1981 ANTIS was made remote control from ALTO on code line B. [www.nscorp.com - Many thanks to Thomas Kozub who has compiled a listing of the history of this tower.]

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EASTBOUND AMTRAK PENNSYLVANIAN PASSES ALTO TOWER IN AUGUST, 2010.



RIGHT HAND END OF ALTO CTC MACHINE CONTROLLING ROSE, HOMER AND ANTIS



OPERATOR'S DESK AT ALTO



EASTBOUND CONRAIL 6742 PASSES ALTO TOWER.



JTKX 5809 ON AMTRAK TRAIN 975, A PITTSBURGH TO ALTOONA EXCURSION, PASSES ALTO ON JULY 8, 2007. PHOTO BY BRAD MOROCCO.



ALTO TOWER JUST PRIOR TO DECOMMISSIONING JUNE 2012.

NORFOLK SOUTHERN CLOSES ALTO TOWER



PRR POSITION LIGHT SIGNAL BRIDGE IS REPLACED WITH COLOR LIGHT BRIDGE. JUNE 16, 2012.



THE END! OPERATOR AND NS FOREMAN IN YELLOW VEST LEAVE THE TOWER FOR THE LAST TIME! ALTO SIGN HAS BEEN REMOVED SIGNIFYING THE TOWER IS OUT OF SERVICE. 12:05 PM, JUNE 16, 2012.

On Saturday June 16, at 12:13 p.m., Norfolk Southern's Alto tower in downtown Altoona was vacant for the first time in 97 years, as signal crews shifted authority from the Alto control operator to a Norfolk Southern train dispatcher in Pittsburgh. Maintenance crews also removed the classic Pennsylvania Railroad signal bridges from both ends of the interlocking, placing in service new color light signals on aluminum cantilevers and masts.

The closing of Alto completes a \$6.3 million dollar project to modernize the interlockings within the 5-mile Altoona terminal, making way for the future installation of positive train control equipment along Norfolk Southern's busy main line between Pittsburgh and Harrisburg, Pa. [Edited from TRAINS News Wire]



THEY CAN DISMANTLE HER, BUT SHE'LL LIVE FOREVER!





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



AMTRAK'S HIGH-SPEED NORTHEAST CORRIDOR PLAN AT \$151 BILLION

PHILADELPHIA - July 9, 2012 - Amtrak's updated plan for high-speed train travel on the East Coast envisions 37-minute trips between Philadelphia and New York, after a \$151 billion redevelopment of the entire Northeast Corridor.

Faster service would be phased in gradually, as Amtrak improves existing tracks, signals, bridges, and power lines and then builds a separate high-speed corridor between Washington and Boston to accommodate trains traveling at 220 m.p.h.

In a report released Monday, Amtrak revised its projections for costs, ridership, and the alignment of its proposed new 438-mile high-speed corridor. The high-speed segment between New York and Washington would be completed by about 2030, and the route between New York and Boston by 2040, according to the plan.

In Philadelphia, Amtrak envisions bullet trains traveling in tunnels beneath the city, with stops at a new airport station and an expanded Market East station. The plan calls for 30th Street Station, now the city's main intercity rail hub, to be used for slower regional train service.

The current corridor between Washington and Boston is old and crowded, with highways, airports, and railroads that are unable to handle growing population and demand, Amtrak president Joseph Boardman said. Without ambitious rail expansion, the region's economy will be stifled, he said.

"I think what's at stake here is the global economic engine of the Northeast," Boardman said in an interview. "The business community in the Northeast has to wake up - they're at risk."

Amtrak says the costs of building the new rail system would be offset by 40,000 construction jobs a year for 25 years, 22,000 new permanent jobs, and increased revenue and productivity for East Coast employers.

Amtrak's new report comes as 1,000 international high-speed rail operators and manufacturers convene this week in Philadelphia for the eighth World Congress on High-Speed Rail. It's the first time the biennial session has been held in the United States, which lags Europe and Asia in rail development.

"We are inheriting the lessons learned from nearly 50 years of development of this technology," said Stephen Gardner, Amtrak's vice president of Northeast Corridor infrastructure and investment development. "Everything is on our side. I know it has looked bleak at times, with the constrained economic period we're in, but time is on our side."

The new Amtrak report proposes a series of steps on the way to true high-speed rail service with 220 m.p.h. trains by 2030:

By 2015, Amtrak will acquire 40 more Acela Express passenger cars to increase capacity by 40 percent on the fastest trains now operated by Amtrak. (Acela trains can reach 150 m.p.h. on a stretch of track between Boston and New York, but the trains average just 84 m.p.h.)

By 2020, Amtrak plans to double Acela service between New York and Washington, with upgraded tracks and signals allowing train speeds of 160 m.p.h. and reducing Acela travel time between New York and Philadelphia to 62 minutes, from the current 70 minutes.

By 2025, Amtrak proposes to complete the \$14.7 billion "Gateway" project to improve access to New York, with two new tunnels under the Hudson

River, an expanded Penn Station, and two new high-level bridges to replace the 100-year-old movable Portal Bridge over the Hackensack River.

By 2030, Amtrak says, the high-speed corridor would be complete between New York and Washington, with trains making the trip from Philadelphia to Washington in 54 minutes. (By comparison, the fastest Acela trip now takes 93 minutes.)

By 2040, Amtrak proposes to have the full high-speed corridor complete, with trains running between New York and Boston or Washington in 94 minutes. A trip from Philadelphia to New York would take 37 minutes, about half the time of the fastest train today.

Money remains a problem for Amtrak as it looks to a faster future.

Congress has rejected the Obama administration's request for \$50 billion for high-speed rail over six years, and Amtrak is dependent on annual appropriations from Congress for its survival.

Amtrak reduced cost estimates in its new plan by combining proposals for upgrading the existing corridor and building the high-speed line.

Now, Amtrak calls for spending \$3 billion to \$4 billion a year during peak construction years and delaying some spending beyond 2040, when ticket revenues of \$4.86 billion a year are anticipated to be rolling in from 43.5 million passengers.

If federal, state, and local governments pay to build the new high-speed rail system, Amtrak says, the revenues from the trains will more than pay for the costs of operating and maintaining them. Amtrak projects a \$928 million operating surplus by 2040, which could be used to pay back money borrowed for construction.

"It's clear to me that it will take every level of the public sector and new involvement by the private sector to do this," Gardner said. "The federal piece is the linchpin."

He predicted the federal government would need to pay about half of the \$151 billion cost of building the system, with state and local funds, tax credits, and long-term borrowing making up much of the remainder.

"There is no mechanism at the federal level to support this today," Gardner acknowledged.

Amtrak is waiting for the Federal Railroad Administration to complete a required environmental-impact assessment of the corridor to come up with a "preferred alternative" for development. That assessment is expected to take until June 2015.

In the meantime, Amtrak is moving to build political and popular support for funding and building its proposed high-speed corridor. With incremental projects now under way, like a \$450 million effort to increase train speeds between Trenton and New Brunswick, Amtrak hopes to demonstrate its ability to get bigger and faster.

"We want to build a railroad that can significantly increase its service levels and do much more for the region," Gardner said. "We think rail needs to move a lot more people in this corridor, and we need to build capacity to do that." [Paul Nussbaum - Philadelphia Inquirer Staff Writer]



CSX LAUNCHES CORPORATE SOCIAL RESPONSIBILITY REPORT, MICROSITE

JACKSONVILLE, Fla. - June 25, 2012 - CSX Corporation today unveiled its 2011 Corporate Social Responsibility (CSR) Report outlining the

company's operations, environmental, social and financial performance.

"Our CSR Report reflects a holistic view of who we are as a company," said Michael J. Ward, chairman, president and chief executive officer. "CSX is achieving milestones in environmental stewardship and community and employee engagement, while at the same time driving commercial, financial and operational success. Measurement of these efforts and transparent reporting benefits shareholders, customers, employees and communities alike."

CSX's report notes the company's role as a major economic contributor and employer, infusing capital and community investment and creating jobs. CSX hired approximately 4,000 employees in 2011, nearly one quarter of which were military veterans. The company plans to hire more than 3,000 people in 2012 and expects many of those will also be military veterans.

The CSR report also underlines CSX's achievements related to its environmental and community initiatives. CSX reduced its greenhouse gas emissions intensity by 8 percent over 2006 levels in 2010 and is now committed to an additional 6 to 8 percent intensity reduction by 2020. The company also surpassed the 17,000 tree mark in its Trees for Tracks campaign, which aims to plant a tree for every mile in its 21,000-mile network.

The report provides an overview of CSX's business as well, including the markets the company serves and its focus on customer service. Lastly, the report highlights CSX's financial successes in 2011 including a record-low operating ratio of 70.9 percent and capital investment of more than \$2.2 billion in network maintenance and improvements. The company plans to invest \$2.25 billion in 2012.

"We're proud of our performance in 2011, but remain committed to the relentless pursuit of excellence -- as a business partner to our customers, a transparent community member, environmental steward, and value creator for shareholders," Ward said. "Our goals for 2012 are more ambitious and our expectations of ourselves are ever higher."

New for the 2011 report is the online hub, www.CSXCSR.com, which allows readers to customize the report with relevant content and email the personalized report directly from the site. Readers can also share the report's many infographics, which visually illustrate much of the key content. [CSX Corp.]



MARC PASSENGERS TO FIND CONNECTING AT WASHINGTON UNION STATION EASIER

BALTIMORE, MD – For MARC Train Service patrons, boarding and exiting trains at Union Station in Washington D.C. has often meant long hikes, uncertainty and occasional delays as MARC train platforms were switched around from day to day to accommodate Amtrak trains. At least part of the reason for the frustration has been that MARC trains spent their layover time between morning and evening rush hours parked inside or far outside Union Station, requiring multiple re-configurations of rails and platforms in the course of a day. That's about to change.

Governor Martin O'Malley and the Maryland Board of Public Works has approved a \$21.33 million contract to construct a designated storage area for MARC trains that are currently stored at Union Station during mid-day layovers. The facility for MARC electric and diesel-hauled trains will consist of three tracks constructed exclusively for the use of MARC trains, with capacity for three additional tracks for future expansion.

The new arrangement, planned to be in full operation by 2014, is intended to shorten the long walks to and from trains arriving and departing from Union Station that have characterized travel on MARC service, as well as minimize arrival and departure delays. Union Station itself is also expecting to enjoy smoother operation as a result of it being fully utilized as a traditional train station, instead of a combination train station and storage yard.

With over eight million boardings every year, MARC trains are a vital link

between Washington, D.C. and Baltimore, as well as their far-flung suburbs. Not all MARC patrons travel to Union Station, but it is the busiest of all MARC stations, with approximately 15,000 daily riders. The new layover facility (officially designated the "Wedge Storage Yard at Union Station") will be located along New York Avenue near Amtrak's Ivy City yard, east of Union Station. [MTA Maryland]



VERMONT TO RECEIVE TIGER GRANT TO UPGRADE NEW ENGLAND CENTRAL

MONTPELIER, Vt. – The Vermont Congressional delegation has announced that the Vermont Agency of Transportation and the New England Central will receive a federal TIGER IV grant to upgrade track north of St. Albans, Vt., to the Canadian border. The funds will pay for 19 miles of new welded rail, ties, ballast, and bridge upgrades that will raise speeds to 40 mph for freight and 59 mph for passenger trains. The TIGER grant is providing \$7 million, and the railroad is contributing \$3 million. The upgrade will allow New England Central, which is owned by Rail America, to raise the weight limit for freight cars from 263,000 pounds to 286,000 pounds.

The state hopes to extend Amtrak's Vermonter over the improved track from St. Albans to Montreal. Amtrak's overnight Washington-Montreal Montrealer served the route until 1995 when the portion north of St. Albans was dropped. The remaining service south of St. Albans then changed to a daytime schedule and was renamed the Vermonter, which still provides service south from St. Albans to New York and Washington.

Christopher Parker, executive director of the Vermont Rail Action Network, said the funds could help bring back the Montreal service. "This award checks off one of four steps needed to extend Amtrak's Vermonter to Montreal," said Parker. "Progress is happening on the other three items as well, thanks to the delegation's efforts and the work of the Agency of Transportation and Amtrak."

Parker said the four steps to get to Montreal are:

- Create a workable customs procedure involving pre-clearance in Montreal,
- Build the customs facility in Montreal Central Station,
- Raise the track speed to be competitive with driving,
- Create a service and staffing plan and work out details involving train crews crossing the border.

Parker said Quebec is now looking into funding higher speeds north of the border, and Amtrak is working on a service plan in collaboration with the Agency of Transportation. The states of Vermont, New York, and the Province of Quebec have funded architectural design of the facility in Montreal jointly.

The U.S. and Canada have agreed in principal to perform customs inspections in Montreal. The congressional delegations from Vermont and New York recently wrote letters to the State Department, and Department of Homeland Security urging the speedy completion of the arrangements.

The next upgrade for the Vermonter route is signaling north of White River Junction, Vt., which would allow speeds to be raised from 59 to 79 mph.

[TRAINS News Wire]



NORFOLK SOUTHERN WABASH HERITAGE SD70ACE ROLLED OUT

MUNCIE, IND. – JUNE 21, 2012 - Norfolk Southern is honoring the Wabash Railway with SD70ACe No. 1070 which rolled out of the EMD shop today wearing the Wabash diesel paint scheme and its flag emblem. It is the 16th of 20 Heritage diesels NS is painting to honor predecessor railroads and commemorate the 30th anniversary of the merger of Southern Railway and

Norfolk & Western to form NS.



The Wabash was a Class I railroad operating approximately 2,500 miles of track in seven states and Canada, with main lines from Buffalo, N.Y. to Detroit, St.

Louis and Kansas City, Mo. One of its advantages was a direct route from Kansas City to Detroit, without going through St. Louis or Chicago. Wabash was best known to the public for a song: the Wabash Cannon Ball. The name caught on with the public thanks to a 1904 revision of an 1882 song about the "Great Rock Island Route," but it was never borne by a real train until the Wabash christened its Detroit-St. Louis day train the Wabash Cannon Ball in 1949. The train survived until the creation of Amtrak in 1971. Wabash was leased to the Norfolk & Western on Oct. 16, 1964. [Edited from TRAINS News Wire]

CENTRAL RAILROAD OF NEW JERSEY HERITAGE LOCOMOTIVE EMERGES FROM EMD



MUNCIE, Ind. – June 22, 2012 - Norfolk Southern's newest heritage locomotive, honoring the Central Railroad of

New Jersey, has been released by Electro-Motive Diesel. The SD70ACe No. 1071 is the 17th of 20 diesels that NS is painting in predecessor railroads' paint schemes as part of the 30th anniversary of the merger of Southern Railway and Norfolk & Western to form NS. They include 10 SD70Aces and 10 General Electric ES44ACs. The Central Railroad of New Jersey operated nearly 700 miles of track in Pennsylvania and New Jersey. Its Pennsylvania lines served anthracite coal mines, but as the coal business faded the company withdrew from Pennsylvania in 1972. It was probably best known in the steam era for its use of Camelback locomotives wearing the railroad's "Statue of Liberty" logo. On a Camelback the engineer sat in a cab astride the boiler and the fireman in a minimal shelter attached to rear of the firebox. CNJ had large commuter train operations out of Jersey City, N.J., but in later years they were a drain on the railroad's finances. Conrail took over the bankrupt CNJ on April 1, 1976. NJ Transit operates the railroad's commuter lines today. [Edited from TRAINS News Wire]

EMD RELEASES NORFOLK SOUTHERN HERITAGE SD70ACE PAINTED FOR PENN CENTRAL



MUNCIE, Ind. – June 25, 2012 - Electro-Motive Diesel today released SD70ACe No. 1073 wearing the basic black paint scheme of the Penn Central

Transportation Company. The PC unit is the 18th of 20 diesels NS is painting in predecessor railroads paint schemes, as part of the 30th anniversary of the merger of Southern Railway and Norfolk & Western to form NS. The Feb. 1, 1968 merger of the New York Central and Pennsylvania Railroads created the ill-fated Penn Central. The merger of the two rival railroads was poorly planned, with attempts to integrate operations, personnel, and equipment unsuccessful due to clashing corporate cultures, incompatible computer systems, and union contracts.

On Jan. 1, 1969, the financially troubled New Haven Railroad was merged into PC at the insistence of the Interstate Commerce Commission, which only added to the railroad's troubles. On June 21, 1970, the railroad declared bankruptcy, at the time the largest corporate bankruptcy in U.S. history. The collapse of PC forced several other Northeast railroads into bankruptcy as well, and led to the creation of Conrail on April 1, 1976. Penn Central was the largest component railroad of Conrail.

No. 1073 also wears the PC logo, with the letters P and C intertwined, which was frequently referred to as the "worms in love" logo. [Edited from TRAINS News Wire]

NORFOLK SOUTHERN'S LATEST HERITAGE DIESEL HONORS ILLINOIS TERMINAL



MUNCIE, Ind. – June 26, 2012 - The Illinois Terminal, a former interurban line, is the latest railroad to be honored with a Norfolk Southern

heritage diesel. Illinois Terminal SD70ACe No. 1072, released today by Electro-Motive Diesel, is the 19th of 20 diesels NS is painting in predecessor railroads paint schemes, as part of the 30th anniversary of the merger of Southern Railway and Norfolk & Western to form NS. Illinois Terminal Railroad, known as the Illinois Traction System until 1937, was a heavy-duty, 484-mile interurban electric railroad with extensive passenger and freight business in central and southern Illinois. One of the last interurban lines in operation, it even operated new streamliners purchased after World War II. Most passenger service ended in 1956, but the railroad carried on with yellow and green diesels pulling freight trains that connected to major railroads at Peoria and Danville, Ill., and St. Louis. Norfolk & Western purchased Illinois Terminal on Sept. 1, 1981. [Edited from TRAINS News Wire]



NORFOLK SOUTHERN HERITAGE UNIT EVENT DRAWS 4,000

SPENCER, N.C. - July 5, 2012 - Norfolk Southern's 20 heritage locomotives return to their normal lives hauling freight today after wowing more than 4,000 people who came out for this once-in-a-lifetime gathering of these modern diesels in historic predecessor railroad paint schemes.

Despite sweltering high 90s heat, Norfolk Southern's heritage unit event drew visitors from 39 states, 2 Canadian provinces and as far away as Austria, the UK, and Japan. Visitors climbed to a grassy slope nicknamed "Heritage Hill" to take roster photos of the heritage units as they slowly paraded by, took to the skies in airplanes for aerial views, and climbed an elevated platform for a panoramic view of the units parked in front of the 37-stall roundhouse and riding the 100-foot turntable at the North Carolina Transportation Museum in the Southern Railway Spencer Shops complex.

Artist Andrew Fletcher, whose work inspired the heritage units, and NS Chairman, President, and CEO Wick Moorman appeared at the event. Amtrak sent a display train with heritage unit 156 and an F40. The units return to work with one group heading to Knoxville, Tenn., today, and another heading to Roanoke, Va., for set up or return to service. [Edited from TRAINS News Wire]

TRACK HERITAGE LOCOMOTIVES, REPORT SAFETY ISSUES ON UPGRADED NORFOLK SOUTHERN APP

NORFOLK, VA – July 2, 2012 - Norfolk Southern Corporation has released an upgrade to its mobile app featuring the ability to track and report sightings of the company's 30th anniversary heritage locomotive fleet and to report safety issues to company police.

The latest version of the NS Corp app originally released last August now is available for iPhone, with a version for Droid phones to be available later. New buttons "Heritage" and "Protect NS" enhance the connection between users and the railroad.

"Heritage" gives users the ability to see where the NS heritage locomotives have been spotted and to report and post photographs of new sightings. To help celebrate its 30th anniversary this year, NS painted 20 new locomotives in the color schemes of some of its most prominent railroad predecessors. Release of the app upgrade coincides with a display of all 20 heritage locomotives July 3 and 4 at the North Carolina Transportation Museum at Spencer, N.C., after which the locomotives will return to freight service.

"Protect NS" enables reporting of safety issues on NS lines and the option of contacting NS police directly. It is a mobile extension of Norfolk Southern's "Protect the Line" program launched in May whereby observers can report equipment maintenance issues, track obstructions, trespassing, vandalism, suspicious activity, and terrorism.

The upgraded version retains the original app's functions. An enhanced, smoother moving time line highlights milestones reaching back to Norfolk Southern's roots in the 1820s.

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

In "Trivia," users can test their rail knowledge. The NS system map and other general company information are found under "About Us," and "Contact Us" gives key NS telephone numbers. [Norfolk Southern Corp.]



UP MARKS "150 YEARS OF BUILDING AMERICA"

The Union Pacific Railroad on July 1 officially celebrated its 150th birthday. UP dates its "150 years of building America" from July 1, 1862, when President Abraham Lincoln signed the Pacific

Railway Act to enable construction of the first transcontinental railroad.

"We believe President Lincoln would be as proud of today's Union Pacific as we are," said Koraleski. "We invest billions of dollars in our country's rail infrastructure so taxpayers don't have to, provide well-paying American jobs, and play a key role in the nearly 7,300 communities of which we are a part. "Union Pacific delivers the goods American businesses and families use daily—everything from cars and clothes to sugar and lumber—and we help U.S. industries and companies compete in the global market by providing safe, reliable and environmentally responsible freight transportation," Koraleski said. "We expanded President Lincoln's vision from using the railroad to link the east and the west to using the railroad to connect the U.S. to the world. Nearly 40 percent of our business is international in either origin or destination and we are the only North American railroad with access to all six major Mexico rail gateways."

[Railway Age]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN AUGUST

Aug. 1, 1888 - PRR assumes operation of Downingtown & Lancaster Railroad (Downingtown-New Holland); becomes part of Philadelphia Division.

Aug. 8, 1898 - Class H5 2-8-0 No. 872 hauls 130 cars of coal, 5,212 tons, from Altoona to Columbia; usual train was 60 cars and 2,350 tons; next day continues to Morrisville; used two crews on Middle Division.

Aug. 1, 1901 - Future PRR President Martin Withington Clement (1881-1966) joins PRR as rodman after graduating from Trinity College.

Aug. 6, 1911 - Northumberland Yard completed on Williamsport Division; 70 miles of track; improvement also includes new station and shops.

Aug. 8, 1921 - PRR signs trackage rights agreement with Pere Marquette Railway for rights between Junction Avenue and Oak, Mich; also over Wabash Railway between Ecorse Jct. and Delray and between Delray Jct. and Junction Avenue, all retroactive to Jan. 1, 1916.

Aug. 2, 1931 - PRR establishes shuttle trains between Broad Street Station and 30th Street and West Philadelphia stations as downtown connections for New York-Washington trains.

Aug. 31, 1935 - Last run of weekend-only, summer-only *Pocono Limited* between Philadelphia and East Stroudsburg; last through service on Bel-Del Branch to and from points south of Trenton.

Aug. 1, 1938 - PRR cancels Lehigh Valley Railroad trackage rights into Exchange Place Station at Jersey City and use of Waldo Yard.

Aug. 21, 1941 - Passenger service discontinued between Reading and Wilkes-Barre, Pa.; last passenger service north of Reading.

Aug. 14, 1948 - Last run of passenger service between York, Pa., and Frederick, Md.; last run of Lancaster & Frederick Railway Post Office.

Aug. 22, 1951 - Tracks 1 through 6 open on Lower Level of 30th Street Station in Philadelphia.



Aug. 10, 1952 - World War II Memorial in 30th Street Station dedicated by Gen. Omar Bradley (1893-1981); statue of Archangel Michael lifting a fallen soldier sculpted by Walker Hancock (1901-1998); base inscribed with the names of all 1,307 PRR employees lost in war.

Aug. 4, 1957 - Westbound side of enlarged Conway Yard begins classifying mixed freight trains from the East; more westbound trains routed for classification at Conway, and majority of 104 preference freights rescheduled.

Aug. 1962 - Last Modified P5a electric locomotives, #4746, 4749 and 4750, scrapped.

Aug. 1965 - Strasburg Railroad returns PRR Class D16sb No. 1223 to revenue excursion service under five-year lease.

Aug. 1965 - PRR returns refurbished 7-drawing room parlor cars to *Afternoon Congressionals* Nos. 152-153; includes telephone service.

Aug. 10, 1966 - Four granite eagles from Penn Station in New York installed on four corners of Market Street Bridge opposite 30th Street Station in Philadelphia.

Aug. 3, 1967 - Baltimore/Buffalo Day Express makes last run between Harrisburg and Buffalo; Baltimore-Harrisburg portion becomes unnamed local.



TIMETABLE 08-12

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

Saturdays through Oct. 27, 2012

Harris Tower Museum open to the public. Located at 637 Walnut Street (the corner of 7th & Walnut) in downtown Harrisburg, PA. Hours are 10 am to 3 pm. Free parking adjacent to the tower. Admission is free! Info: <http://harristower.org/pdfs/HarrisTowerOpens2012.pdf>

Saturdays and Sundays through October 28, 2012

Rockhill Trolley Museum, 430 Meadow St., Rockhill Furnace, Pa. 17249 trolleys depart at 11:15am, 12:15pm, 1:15pm, 2:15pm, 3:15pm and 4:20pm, or as needed. Info: www.rockhilltrolley.org.

Various Weekends through Oct. 28, 2012

Moscow Excursions from Scranton to Moscow, Pa. powered by an historic steam locomotive by Steamtown National Historic Site. Info: www.nps.gov/stea

Saturday and Sunday, Aug. 4-5, 2012

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

Friday through Sunday, Aug. 10-12, 2012

Greater Reading Narrow Gauge Meet at Arlington Drive, Leesport, Pa. Adm. \$15/person for weekend. Info: Nathan Kline 610-406-1761 or www.nateslightironhobbies.com

Saturday and Sunday, Aug. 11-12, 2012

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

Monday, Aug. 13, 2012

NS Employee Specials Ferry Move from Pittsburgh (Conway) to Harrisburg (Enola), rounding Horseshoe Curve in afternoon.

Friday Evening, Aug. 17, 2012

Annual Bill Wagner Summer Dinner by the Philadelphia Chapter, NRHS at Bridget's Steakhouse, 8 West Butler Avenue, Ambler, Pa. - located less than a block east of SEPTA's Ambler Regional Rail station, on SEPTA's Lansdale/Doylestown Line. Cost \$52.00 per person by Monday, August 6, 2012. Reservations with remittance payable to "Philadelphia Chapter, NRHS" send to Summer Dinner, Philadelphia Chapter, NRHS, PO Box 7302, Phila, Pa. 19102-7302.

Saturday and Sunday, Aug. 18-19, 2012

NS Employee Specials in Harrisburg, Pennsylvania. Fort Wayne Railroad Historical Society's Nickel Plate Road 2-8-4, No. 765 will operate 8 miles from Enola Yard over the Rockville Bridge to CP Capitol and return passing Harrisburg Chapter's HARRIS Tower! 3 trips on Aug. 18 and 2 trips on Aug. 19. Plans call for the 765 to carry a heritage whistle from the Pennsylvania Railroad representing the route or territory that became part of Norfolk Southern. The railroad's Nickel Plate Road heritage diesel No. 8100 will accompany 765 for most of the season. [TRAINS News Wire]

Monday, Aug. 20, 2012

NS Employee Specials Ferry Move from Harrisburg (Enola) to Pittsburgh (Conway), rounding Horseshoe Curve in afternoon.

Sunday, Aug. 26, 2012

Central Pennsylvania Chapter, NRHS 37th Annual Train Meet at the Warrior Run Fire Dept. Social Hall, Second St., Allenwood, Pa. Info: Allen Bubb 570-286-8693 or Dave Hollenbach 570-524-4703 prior to 9:00 pm, please.

Wednesday, Aug. 26, 2012 through Monday, Sept. 3, 2012

54th Annual Show at Steam Engine Hill featuring PRR 0-6-0 No. 643. Info from Williams Grove Historical Steam Engine Association., Inc. at www.wghsea.org.



Saturday and Sunday, Sept. 1-2, 2012

Railfest 2012 at Steamtown National Historic Site. Celebrate with visiting railroad equipment and displays, special exhibits, demonstrations and tours, and more! An excursion to Moscow at 12:30 p.m. each day, with a "photo run-by" opportunity at Moscow Station. Info: www.nps.gov/stea.

Saturday, Sept. 15, 2012

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12th Street, Allentown, Pa.,

18103. Info: www.valleygoto.com.

Sunday, Sept. 23, 2012

Atlantic Division TCA Train Meet at the Plumber's Union Hall in Philadelphia, Pa. Info: Bob Lubonski - 856-608-9265 or sas@scientificapparatus.com.

Sunday, Oct. 7, 2012

The Great Gatsby Express from Scranton to Gouldsboro-Tobyhanna, Pa. by Steamtown National Historic Site. Meet Al Capone and Eliot Ness; See the "Flappers" in action; 1920's music. Info: www.nps.gov/stea.

Thursday through Saturday, Oct. 18-20, 2012

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

Thursday through Sunday, Oct. 18-21, 2012

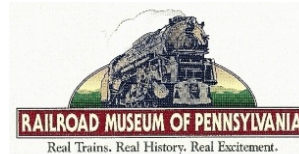
N.R.H.S. Fall Conference in Claymont, Delaware.

Monday and Tuesday, Oct. 22-23, 2012

Western Maryland Scenic Fall Freight Photo Specials from Cumberland to Frostburg, Md. featuring 1916 Baldwin-built 2-8-0 No. 734. Info: Carl Franz; cmfrr@aol.com or call: 240-720-8686, Cell: 301-943-0608.

Saturday and Sunday, Oct. 27-28, 2012

The Great Scale Model Train Show at the Maryland State Fairgrounds, 2200 York Rd, Timonium MD 21093. Info: www.gsmts.com.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Friday and Saturday, Aug. 10-11, 2012

HOGWARTS EXPRESS PARTY

Saturday, Sept. 22, 2012

Members Day

Sunday, Oct. 7, 2012

Garden Railways Tour

Saturday, Nov. 3, 2012

1940s Swing Dance - Advance tickets are highly recommended.

Saturday and Sunday, Nov. 3-4, 2012

Trains & Troops





THE ROAD TO PARADISE

STRASBURG RAIL ROAD SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

Aug. 4 & 18, 2012 - Murder Mystery Dinner - Muriel's Murder

Sept. 1 & 29, 2012 - Murder Mystery Dinner - Muriel's Murder

Sept. 15-23, 2012 - Day Out With Thomas

Oct. 13 & 27, 2012 - Murder Mystery Dinner - Monster Mashed

Oct. 21, 2012 - The Great Train Robbery

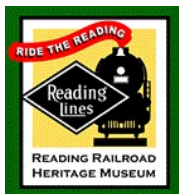
STRASBURG TO RUN STEAM-POWERED FREIGHTS THIS SUMMER

STRASBURG, Pa. – June 27, 2012 - The Strasburg Rail Road has announced it will dispatch most of its burgeoning freight traffic behind steam during July and August.

Vice President and Chief Mechanical Officer Kelly Anderson said the railroad "will use steam to bring up loads on Wednesday and Friday mornings, leaving Strasburg at 6:30 a.m. and returning at 7:30 a.m." However, Anderson said schedules may be adjusted and motive power may be substituted as required.

The Strasburg Rail Road is well known for its tourist operations in Pennsylvania's Lancaster County tourist region, but it has always had some freight business as well. Freight traffic has picked up considerably in the past two years, and the railroad has added track, personnel, and equipment to handle the upsurge.

Three steam locomotives are available for the service: 2-6-0 No. 89, 4-8-0 No. 475 and 2-10-0 No. 90. The railroad's freights were usually handled by EMD SW8 No. 8618. Traffic includes feed ingredients, lumber, bio fuels and cooking oils, all inbound. [Wayne Laepple - TRAINS News Wire]



500 SOUTH THIRD STREET, HAMBURG, PA

WWW.READINGRAILROAD.ORG

610-562-5513

Through Sept. 15, 2013 - Exhibit "Pulling for the Union: The Philadelphia and Reading Railroad in the Civil War."

Through Oct. 14, 2012

Exhibit - "The Art of James Holton"

Through Oct. 14, 2012 - Exhibit of custom-made train models by Ed Wiswesser and other talented modelers.

Nov. 10, 2012 - Feb. 3, 2013 - Exhibit: Christmas Trains and Vintage Toys.

FP7'S TO REMAIN IN SCRANTON AS STATIC DISPLAY PIECES



Updating an article in the June issue of the *Lancaster Dispatcher*, former Reading Company EMD FP7 Nos. 902 and 903, owned by the Reading Company Technical & Historical Society and Philadelphia Chapter, NRHS, respectively, will not move during the year 2012 to the RCT&HS Museum site at

Hamburg, Pa. Investigation revealed that repairs to the Maiden Creek bridge on the Reading & Northern Railroad near Leesport, Pa. had not begun, thus preventing movement of the units to Hamburg. While a temporary storage site near Temple on the R&N had been considered, the railroad was reluctant to have the 902 and 903 stored there, feeling that there would be security issues. During May, both groups were contacted by Steamtown, requesting a progress report on movement of the units from Scranton, indicating that the Park Service would need to charge for

storage of the locomotives, since they were not being utilized in an active status. Chapter Member Dale Woodland, who acts as facilitator for RCT&HS and NRHS, explained our inability to relocate the units to Steamtown Superintendent Kip Hagen, and it was agreed to have the 902 and 903 remain in Scranton through December 31 of this year, in a display status. There will be a nominal charge, shared by both groups, to cover the agreement. [Edited from Philadelphia Chapter, CINDERS]



RIDING THE READING...

READING COMPANY
EVENTS IN AUGUST

Aug. 1888 - Reading installs 90-lb. rail on the Bound Brook Route.

Aug. 19, 1912 - New station opens at Girard Avenue.

Aug. 3, 1929 - N.J. PUC gives Public Service Corporation exclusive intrastate bus rights in south Jersey; Reading and PRR file for injunction on Aug. 5.

Aug. 4, 1975 - American Freedom Train changes from ex-Reading T1 No. 1 (shown above) to ex-SP No. 4449 at C&NW's Proviso Yard near Chicago.



JULY, 2012

CHAPTER MEETING MINUTES

CALLED TO ORDER: The "Away" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Stewartstown Railroad Station, Stewartstown, York County, Pa. on Monday, July 16, 2012. The meeting was called to order at 7:25 p.m. by President Tom Shenk with 43 members and 2 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the June Membership Meeting minutes. Glenn Kendig approved the motion and Janice Russell seconded the motion. The June Membership Meeting minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Ron Irwin had no membership report. Bill Richard introduced his guest, James Kilby and Lou Hauck introduced his guest, Chris Linderman.

CHAPLAIN: Chaplain Doris Geesey read "God is Near." Mary Ellen Lubitz gave an update of her husband Arthur's condition. Last October, Arthur had a stroke during brain surgery. He has been in and out of the hospital with rehabilitation and pneumonia. Arthur is currently at the Resthaven Rehabilitation Nursing Home, 1050 South George Street, York, Pa. 17403. If anyone would like to visit or call him, his room number is 335 and phone number is 717-843-9866. You may also contact Mary Ellen during morning hours between 8:30 a.m. and 10:30 a.m. before she leaves to visit Arthur or goes to work. Her home phone number is 717-684-5614. Rochelle Shenk's mother, Amelia Angstadt, had a heart attack.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of June.

TRIPS: Ron Irwin announced preliminary details of an upcoming Chapter trip scheduled for Saturday, October 20, 2012. Buses will leave from Burle Industries around 8:30 a.m. and head to Bellefonte, PA. There will be an opportunity to ride the train in two different directions (to Lemont and to Sayers Dam near Howard). On the way home, a meal stop (included in trip price) is planned. There will be only around 90 seats available for this trip. Total trip cost has not been determined at this time. Dennis Allen announced the Trip Meeting for the September California Trip is scheduled for Sunday, August 19, at 2:00 p.m. at the Christiana Freight Station. At the meeting, you will get your documents for the trip and any questions you have about the trip can be addressed at that time.

NATIONAL DIRECTOR'S REPORT: Smoke Shaak gave an update from the

National Convention at Cedar Rapids, Iowa. Discussed was the possibility of incorporating the National society into the History and Rail Preservation and try to tie into other groups. The Historical Steamship Society membership numbers have dropped and they are trying to incorporate into the railroads. The National's insurance company presented a reimbursement check to National at the meeting. PATCO is proposing a no picture policy due to legal problems. Norfolk Southern is asking the public to contact them if they see any wrong-doing on the railroad. The Fall Conference will be held in Claymont, Delaware on October 18-21 2012. There will be 36 persons attending Railcamp this year, 24 at Steamtown and 12 at Tacoma, Washington. The Cedar Rapids convention had 802 registrations, and the convention had TV and newspaper coverage, which increased attendance at events. Also discussed was to ask Chapters why attendance at the conventions was so low. Some reasons stated - money, economy, or age of chapter membership. Dennis Allen announced most problems with low attendance is sometimes related to the location, seeing the same engines and trains, expenses, and because a lot of the older Chapter members have passed away. John Sweigart reported National had a 92% renewal rate (down 1% from last year). Smoke announced the Ozark and Alabama Chapters lost their charters. Tom announced Chapter members will no longer be receiving a proxy in the mail to fill out and send in. Members will still get to elect an officer to represent them. Peggy Sweigart reported on the sales at Cedar Rapids, Iowa. Also, Peggy wants the chapter to apply for the Heritage Grant.

ANNOUNCEMENTS: Steve Himpsl is selling Strasburg Rail Road tickets at Alcoa, who will donate \$1.00 per ticket to a charity of their choice. Last year, Alcoa donated the money to the LCBC Church. Tom Shenk reported this month's newsletter was put in an envelope due to being 14 pages long. The newsletters will not always be sent in envelopes - mailing tabs will also be used on lower paged newsletters. The Chapter currently is sending out 130 newsletters. Tom thanked Editor Ed Mayover for all his time and hard work in getting the Chapter newsletters together each month. The Monday, August 20 Chapter Meeting will be held at the Strasburg Rail Road. Tom and Dennis will be selling tickets on the platform for \$5.00 each, starting at 6:00 p.m. Chapter members will ride the 7:00 p.m. train and the Chapter Membership Meeting will be held in the open air car after the end of the train ride. Anyone can buy as many tickets to ride the train as they want, there is no expiration date on the tickets. Members can also ride in the open air car on the meeting night for no extra charge - there is usually a \$2.00 surcharge to ride in the open air car. If you purchase extra tickets to use throughout the year, the tickets cannot be used for Thomas, the Easter or Christmas special train rides. Linda and Steve Himpsl have been going through the Chapter newsletters. If anyone wants to look at them, see Linda or Steve. Tom Shenk thanked Brandon Kendig (Glenn and Cindy's son) for taking the time to go to Nescopeck Pa. to pick up the wood boards donated by RAD Woodwork Company for the floor in the caboose. Tom also thanked Stoltzfus Feed and Supply Company in Gap, Pa. for the use of their truck to pick up the boards. Steve Himpsl announced the boards are stored in the gang house until they can be installed. Steve will be looking for volunteers to help work on the caboose. Tom announced the Manheim caboose was recently restored. Rochelle reported that Manheim will have what they call "Artist Alley" with glass blowing demonstrations the last Sunday in July and August from 1 p.m. to 4 p.m. Tom announced the Parkesburg Station clock's wooden case looks very good after the "Furniture Doctor's" work was completed. Some additional work is needed to get the clock in working order so it can be displayed at the Freight Station. Tom announced the next meeting for the Lancaster Train Station is scheduled for Wednesday, July 18 at 10:45 a.m. at the Station. The Kitchen Committee has all the month's filled for the rest of the year. Richard and Jane Rutledge traveled on July 3 to see the Heritage locomotive engines in Spencer, North Carolina. Richard brought back a colored poster of the Heritage engines to be put in the library. Marlyn and Doris Geesey attended on July 4. Tom announced he will be taking orders for photos of any Heritage engine at the September Membership Meeting - cost is

\$3.00 per photo. Marlyn reminded Chapter members about their "Garden Railroad" Open House on Saturday, August 18 starting at noon. The Open House is open to everyone - bring your lawn chairs. The Chapter Board Meeting scheduled for Sunday, August 19, 2012 has been cancelled. Any issues can be discussed at a Board Meeting before or after our Chapter Membership Meeting in August on the Strasburg Rail Road train.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:05 p.m. A very special thank you to President Raymond E. Reter of the Friends of Stewartstown Railroad for hosting the Lancaster Chapter at the "Away" meeting. Tom Shenk presented Mr. Reter with a donation from the chapter.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY

THIS MONTH'S BANNER PHOTO

Who Says Trains Can't Fly? A beautiful Orient Express hot air balloon glides effortlessly on the winds of nature. Contributed by Chapter Member Helen Shaak. Thanks, Helen!



OPERATION LIFESAVER REMINDS YOU...

Trains have the right of way 100% of the time over emergency vehicles, cars, the police and pedestrians.

SATURDAY, AUGUST 18, 2012

GARDEN RAILROAD OPEN HOUSE

GEESEY AND RUTLEDGE RESIDENCES IN YORK, PA.

Chapter members are invited as guests of Marlyn Geesey and Richard Rutledge to enjoy their combined Garden Railroads

The Open House will begin at Noon

Any G-scale enthusiasts are more than welcome to bring their equipment to run on the expanded layout

Please bring a lawn chair and enjoy viewing the layout along with the fellowship

Directions: Route 30 to Route 83 South to Route 74 South. Take Route 74 South and turn right onto Honey Valley Road until you reach Spartan Road. Turn right onto Spartan Road, then left onto Exeter Drive, South. Look for the railroad cross bucks in the front of 2932 Exeter Drive, South. Questions contact Marlyn or Richard.

The Geesey's address is 2932 Exeter Drive, South, York, PA 17403 telephone number 717-347-7637

The Rutledge's address is 2935 Woodshead Terrace, York, PA 17403 telephone number 717-741-0205

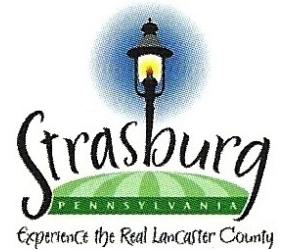


LANCASTER CHAPTER "RIDE THE RAILS" MEMBERSHIP MEETING

MONDAY, AUGUST 20, 2012, 6:00 PM



**AT THE STRASBURG RAIL ROAD
180TH ANNIVERSARY ON JUNE 9, 2012
ROUTE 741, EAST
STRASBURG, PA. 17579
GPS: 301 GAP ROAD, RONKS, PA. 17572**



Train Ride and Chapter Membership Meeting will be held rain or shine

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 open air car. Restrooms will be available at the station and the shops and restaurant will close about 15 minutes after the train returns to Strasburg.

Tickets for the train ride are available for \$5.00 per person from the Chapter. Please bring a check payable to: Lancaster Chapter, NRHS or CASH - \$5.00 ride is open to Members, Guests and Friends.

Everyone will need a ticket to ride the train. Tickets will be available from Tom Shenk and Dennis Allen starting at 6:00 pm. You may also purchase extra tickets good for future use at the discounted \$5.00 rate - only at the August meeting.

Please DO NOT purchase your ticket at the Strasburg Rail Road Ticket Office - they cannot offer you our discounted ticket price of \$5.00! Regular coach price is \$14.00!



A STEP BACK IN TIME! END OF THE DAY AT STRASBURG IN OCTOBER, 1961. COMBINE ESHELMAN RUN WITH NO. 31 IN THE BACKGROUND. NOTE THE SIGNAL MAST FINIAL USED AS A MARKER. WARREN E. OLT PHOTO.



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****AUGUST**

AUGUST 19, 2012 - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER CALIFORNIA DREAMIN' TRIP MEETING

~~**AUGUST 19, 2012 - SUNDAY, 3:00 PM - GEESEY RESIDENCE, YORK, PA. - CHAPTER BOARD MEETING - CANCELLED**~~



AUGUST 20, 2012 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - REGULAR MEMBERSHIP MEETING

See train and meeting details on Page 10 of this month's Lancaster Dispatcher.

SEPTEMBER

~~**SEPTEMBER 1-9, 2012 - LANCASTER CHAPTER CALIFORNIA DREAMIN' TRIP - SOLD OUT - BON VOYAGE TO ALL!**~~

SEPTEMBER 23, 2012 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - BOARD MEETING AND ANNUAL CHAPTER PICNIC

Doors open and 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's Conrail caboose.

OCTOBER

OCTOBER 15, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING AND ELECTION OF CHAPTER DIRECTORS FOR 2012-2013. COME OUT AND VOTE - BRING A FRIEND!!!

Larry Eastwood returns with a PowerPoint program entitled *Delaware and Hudson 1967-1990 - Bridge Line to (Northern) New England*. It's a potpourri of views along the D&H - made famous by operating the Alco PA and Baldwin "Shark" units for many years. This is a must see program!

CHAPLAIN CONTACT INFORMATION

DORIS GEESEY

EMAIL: RSCOOTER2@GMAIL.COM - **NOTE NEW EMAIL ADDRESS**

PHONE: 717-347-7637

IF YOU KNOW OF A CHAPTER MEMBER WHO IS SICK, LOST A LOVED ONE OR HAS A NEW BIRTH IN THE FAMILY, PLEASE CONTACT DORIS.

**HELP PRESERVE "KING COAL" DINER No. 1189**

In 1927 Pullman built four parlor-dining cars for the Reading Railroad, Nos. 1186-1189, for use on the Reading's premier Philadelphia-New York trains. Also referred to as "café" cars, they featured a fully-equipped kitchen, a small section of dining tables, and a lounge area with parlor chairs. At the time they were built they were the latest word in 1920s-era elegance and design. In subsequent years they were further upgraded and modified, including the installation of air conditioning and roller bearings. In 1949, the 1189 was modernized with a round roof and side skirting, and assigned to and lettered for the famed Philadelphia-Shamokin *King Coal* train. In the 1960s, the 1189 returned to the New York service as the café car for the *Crusader*, after that train's original stainless steel equipment was retired and sold. Finally, the 1189 was retired in 1967 and sold in 1970 to the Railroad Museum of Pennsylvania, where it has been stored and displayed for the past 42 years.

Recently, with the 1189 in need of major work to prevent further deterioration, arrangements were made to transfer ownership of the car to the Reading Company Technical & Historical Society. As a first step, we need to move the 1189 from Strasburg to our museum at Hamburg, Pa. The cost to have the car shipped, plus some initial stabilization work is estimated at \$16,000.

The 1189 is the only remaining fully-intact Reading café car, and it will be a feature piece in our long-term goal to re-create an operating excursion train of all-Reading equipment. Donations of all sizes are greatly needed and appreciated. Our volunteer restoration crews are eager to get started on fixing up this car. With your contribution, we can ensure that the 1189 is preserved for future generations. Please be as generous as you can. Thank you. Please make checks payable to RCT&HS and mail to RCT&HS, P.O. Box 15143, Reading, PA 19612. Contributions are tax deductible.

LANCASTER CHAPTER BOARD of DIRECTORS

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1ST VICE PRESIDENT: RON IRWIN 717-299-6405 RIRWIN@NRHS1.ORG
2ND VICE PRESIDENT: GLENN KENDIG 610-593-6313 GKENDIG@NRHS1.ORG
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2ND DIRECTOR: TOM McMASTER 717-274-5325 TMcMASTER@NRHS1.ORG
NATIONAL DIRECTOR: HAROLD SHAAK 717-484-4020 HSHAAK@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE "RIDE THE RAILS" MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE STRASBURG RAIL ROAD, ROUTE 741 EAST, STRASBURG, PA 17579 ON MONDAY, AUGUST 20, 2012, STARTING AT 6:00 P.M. WE'LL RIDE THE 7:00 P.M. TRAIN AND HAVE OUR MEETING AFTER RETURNING TO STRASBURG.

**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 !!!**

Forwarding and Address Correction Requested

**LANCASTER CHAPTER, N.R.H.S.
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416**

**FIRST
 CLASS
 MAIL**