



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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PIECE OF NEW YORK'S ORIGINAL PENN STATION HIDES IN PLAIN SIGHT ... INSIDE TODAY'S PENN STATION

JIM O'GRADY, TRANSPORTATION NATION - WNYC, NEW YORK



ENTRYWAY OF THE OLD PENN STATION (PHOTO BY JENNIFER HSU / WNYC)

New York, NY – At first, MTA spokesman Sal Arena insisted that no part of the architectural glory of the old Penn Station survived in the stripped down bunker of today's Penn Station. But the carved leaf pattern in a large steel entryway on the lower level seemed so at odds with the rest of the station's no-frills style that we asked him to re-check that.

Arena obliged. Then wrote back, "I stand corrected."

Transportation Nation has learned that this entryway - part of the original Penn Station - was walled off in 1963, when the above-ground part of the station was razed. The destruction was decried by many as an act of "historical vandalism." (Public ire at the leveling of the 1910 building is credited with launching the modern preservationist movement.) Madison Square Garden and a blocky office tower replaced the formerly grand public space; the train hub was shunted into the corridors beneath them.

There the entryway lay hidden for 30 years.

In the early 1990s, Penn Station underwent a major renovation, its first since the original building was demolished. That's when workers took down the wall and discovered the entryway. "It was found exactly where it is now," Arena said. "The contractor cleaned it, painted it and put in windows." It is now a deep umber color.

As far as we can tell, the entryway went back into service quietly—no announcement was made about the salvaged piece of history. It's safe to assume that a large part of the station's 600,000 weekday travelers pass by without an inkling of its provenance. In places, the paint on the entryway's columns is worn away from the hordes of commuters brushing past it, wanting only to leave Penn Station.

Simeon Bankoff, executive director of the Historic Districts Council, called the discovery a "cool" but minor find. "It's the sort of thing that's a curiosity, an oddity, one of those pieces of history that you need a plaque to explain," he said.

He noted a remnant of the past that can also be found outside the present station: two stone eagles from the vanished building that flank an entrance at 33rd Street and Seventh Avenue. Bankoff said they're handsome, if hard to see, and small consolation for the "interplay of space and light" that was lost when the original station was torn down and tossed into a trash heap in New Jersey.

Except for a pair of stone eagles and a strangely tenacious red entryway.

Note: In addition, the following relics from the original Penn Station still exist: translucent glass floor from the main concourse showing through worn terrazzo floor; several stairways to track level have original railings; tile walls in a few hidden areas; and the Samuel Rea statue in front of the new station. [Doug Nelson - PRR@yahoo.com]





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 2012-2013, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 15, 2012 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 15 meeting, or by placing your name in nomination by writing, before October 1, 2012 to: Kevin Crouse, 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.



HIGH-SPEED TESTING IN NEW JERSEY

As part of the \$450 million Amtrak received to upgrade Northeast Corridor infrastructure, high-speed testing of 165 mph Acela Express trains will begin in September between Trenton and New Brunswick, NJ.

Last May the Department of Transportation awarded Amtrak the funding to support more frequent and faster high-speed-rail service between Washington, D.C., and New York City — a route that currently has maximum speeds of 135 mph.

Along with new equipment, the project supports plans to add six more Acela Express high-speed roundtrips between New York and Washington by 2018 and 15 additional roundtrips by 2022, doubling high-speed service from current levels. [Amtrak Ink employee publication]

AMTRAK EXPANDS ELECTRONIC TICKETING TO NATIONAL NETWORK

Amtrak has launched its eTicket program to all trains within its national network, including the Northeast Corridor, state-supported routes and long-distance services.

The new eTicket service, launched yesterday, will enable riders to print their tickets anytime or anywhere, or by using a smart phone to present their tickets to the conductor, Amtrak officials said in a prepared statement.

Prior to the July 30 national rollout, Amtrak officials tested the eTicket system on five routes. Rider response to the new service "exceeded expectations" and resulted in shorter lines at ticket counters, fewer tickets sold on trains and fewer tickets lost during the test, they said.

The railroad developed the eTicket technology to enhance the rider-travel experience, deliver a higher level of safety and customer service, and improve business and financial performance, Amtrak officials said.

The business benefits include more accurate, real-time knowledge of who is onboard, thereby improving safety and security of riders; real-time onboard reporting of equipment problems to mechanical crews; and more efficient financial reporting, they said. [Progressive Railroadng]



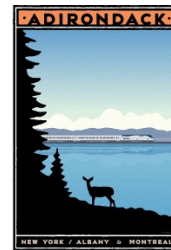
DOWNEASTER SETS RIDERSHIP RECORD

PORTLAND, Maine - Amtrak Downeaster service posted ridership of 528,292 in fiscal-year 2012, which ended on June 30 — the highest mark in the service's 10-year history.

FY2012 ridership grew 4 percent compared with FY2011, marking the seventh consecutive year of ridership growth for the service, according to the Northern New England Passenger Rail Authority (NNEPRA), which manages the service. FY2012 ticket revenue, which increased 4.5 percent to \$7.4 million, also set a record, NNEPRA officials said in a prepared statement.

Since it began operating in 2001, the Downeaster has transported about 4 million riders and generated more than \$56 million in ticket revenue. The service makes five round trips daily between Portland, Maine, and Boston. Later this year, the service will extend two of those round trips to Freeport and Brunswick, Maine.

Downeaster trains operate over Pan Am Railway, formerly Guilford Transportation, tracks. Guilford opposed the operation of passenger trains over its tracks and delayed the startup of the service by four years before service commenced in December 2001. [TRAINS News Wire]



CUSTOMS RELIEF IN SIGHT FOR AMTRAK'S ADIRONDACK

Amtrak's *Adirondack* has been plagued for years by extensive border delays in both directions to its New York-Montreal journey due to both U.S. and Canadian customs clearance procedures. Now, spurred by U.S. Sen. Charles Schumer (D-NY), the railroad and both nations may be able to reduce delays.

Schumer said in a statement that Quebec's Emissary Raymond Chretien told him during a meeting that the service is building a facility in Montreal's Gare Central, where U.S. Customs and Border Patrol and Canada's Border Services Agency could complete pre-screenings. Arriving passengers would be processed by Canadian officials, while departing passengers would be screened by U.S. officials at the facility, he said.

Schumer and other New York congressional leaders have repeatedly asked the U.S. Department of Homeland Security to allow the U.S.-bound train screenings in Montreal. At present, trains stop at Rouses Point, N.Y., near the U.S.-Canadian border, with Customs clearance delays reportedly lasting up to two hours. (Railway Age can vouch for a delay lasting one hour, 45 minutes.)

Under the plan, Amtrak would eliminate its stop at St. Lambert, Quebec, a suburb of Montreal roughly four miles from Gare Central, in order to augment security and expedite scheduling. Should Amtrak succeed in reinstating service between New York and Montreal via Vermont—as it once offered on its namesake *Montrealer*—the Gare Central facility also could be used for that train as well. (The vestigial *Vermont* currently terminates its journey short of the U.S.-Canadian border, at St. Albans, Vt., roughly 70 miles from Montreal.)

Schumer said Canadian and U.S. authorities need to finalize legal agreements to allow U.S. border agents to work in the Canadian facility under the Beyond the Borders agreement before pre-screening can begin. Such operations, however, have been in place for years at Toronto's Lester B. Pearson International Airport. In the West, U.S. and Canadian customs have cooperated successfully in expedited clearance for Amtrak Cascades

service linking Vancouver, British Columbia, with Seattle and with Portland, Ore. But Schumer, in his statement, said the Montreal pre-screening would be "more comprehensive than the Vancouver pre-screening, because the train will not have to stop at the border at all (unlike the current Vancouver pre-screening in which a shorter inspection still takes place on the border)."

"Backwards border policies that have caused maddening delays for train passengers are soon going to be left behind," said Schumer. "The rail between Montreal and New York City should be a major artery for economic growth, but the delays have left this artery completely clogged."

Still unclear is whether any U.S.-Canada agreement would also pertain to Amtrak's *Maple Leaf*, running between New York and Toronto, which crosses the border at Niagara Falls, N.Y., and its namesake sister city in Ontario. [*Railway Age Rail Group News*]



View of the historic station, train shed and air rights development from the southwest. Image courtesy of Akridge/SBA.

[AMTRAK FORGES \\$7 BILLION REVITALIZATION PLAN FOR D.C.'S UNION STATION](#)

On July 25, Amtrak officials unveiled a master plan for Washington, D.C.'s Union Station. The plan calls for revitalizing the terminal to increase capacity, accommodate future service expansion and provide a better passenger experience — at a price tag of between \$6.5 billion and \$7 billion.

The plan includes a new train shed that would better organize connections to Amtrak,

commuter-rail, transit and other transportation services. New passenger concourses, along with a series of new street entrances, would be integrated with the existing station so passengers and visitors could access the entire complex.

The station would be able to accommodate twice as many trains and three times as many passengers as the current facility, providing ample capacity for future high-speed, intercity and commuter-rail growth, according to a press release. Amtrak officials incorporated the proposed next-generation high-speed rail service into the facility plan, as well, with tracks, platforms and concourses for the service, to be located below the existing platforms.

The master plan also creates a framework for progressive capital investment with a phased construction approach that could be completed in 15 to 20 years. It also includes a public-private partnership to build 3 million square feet of mixed-use development for Burnham Place, a proposed commercial, retail and residential center.

The master plan was developed in coordination with the U.S. Department of Transportation, Union Station Redevelopment Corp., Virginia Department of Rail and Public Transportation, Virginia Railway Express, Maryland Transit Administration, Washington Metropolitan Area Transit Authority and real estate developer Akridge. [*Progressive Railroading*]



[CSX EARNINGS RISE, OPERATING RATIO FALLS](#)

CSX Corp. July 17 announced second-quarter net earnings of \$512 million, or \$0.49 per share, versus \$506 million, or 46 cents per share, in the same period last year—a 7% year-over-year improvement.

"CSX delivered its 10th straight quarter of year-over-year earnings growth despite significant headwinds in its utility coal business," said Michael Ward, chairman, president, and CEO. "The company continues to perform well across a wide range of economic and market conditions."

CSX said revenue and volume were essentially flat compared to the same period last year, as increased shipments of export coal, intermodal, and automotive products helped offset declines in utility coal.

The railroad said train crew productivity along with resource alignments made in response to changes in the mix of the business drove an increase in operating income to \$943 million, leading the operating ratio to improve to 68.7% for the quarter, a 60 basis point improvement year-over-year.

"Looking forward, even with the continued headwinds in the utility coal market, CSX remains on track for earnings growth for the full-year 2012," said the railroad. "In addition, while more challenging, the company continues to have line of sight to a 65% operating ratio by 2015."

CSX earnings exceeded analysts' expectations. [*Railway Age Rail Group News*]

[CSX INVESTS IN SAFETY, SERVICE BY COMPLETING \\$34 MILLION MAINTENANCE "JAMBOREE"](#)

JACKSONVILLE, Fla. - July 11, 2012 - Doing a year's worth of work in one week may sound like a challenge. Then throw in record heat and rugged terrain. None of that deterred the more than 900 CSX employees who worked safely and successfully to complete the company's 2012 Maintenance "Jamboree" on a section of our network in the Southeast earlier this month.

The "Jamboree," an annual event, compresses about a year's worth of track, signal and bridge maintenance and upgrades into roughly one week, reducing the impact on customers and communities.

This year the company completed nearly \$34 million of work during the "Jamboree," including maintenance and repair of tracks, signals and bridges in Kentucky, Virginia, Tennessee, North Carolina and South Carolina. These projects promote train safety, reliability and service, and benefit customers across CSX's network. They also help communities by getting all the necessary work done to maintain smooth crossings where roads and highways pass over the tracks.

This work, focused on key routes between Shelby, Ky., and Abbeville, S.C.; and from Bostic, N.C. and Elmwood Junction, S.C. to Newberry, S.C., is part of CSX's overall maintenance program and the company's commitment to invest \$2.25 billion in its network infrastructure this year.

CSX crews completed the work on the July Fourth holiday, replacing or installing nearly 176,000 cross ties, 2,500 railcars of rock ballast, and 233,000 feet of mainline rail. The crews also installed an additional 59,000 feet of relay rail in the company's Erwin, Tennessee, yard, repaired or refurbished ten bridges and 255 road crossings, and completed nearly 650 track welds. [*CSX Corp.*]



[NORFOLK SOUTHERN REPORTS SECOND-QUARTER EARNINGS](#)

NORFOLK, VA. – For the second quarter of 2012, Norfolk Southern reported net income of \$524 million, 6 percent lower than \$557 million for the second quarter 2011. Diluted earnings per share were an all-time record \$1.60, up 3 percent compared with \$1.56 per diluted share in the same period last year. Second-quarter 2011 net income included favorable, non-recurring income tax-related benefits totaling \$63 million or \$0.18 per diluted share.

"In the second quarter, Norfolk Southern continued to deliver outstanding results. Our income from operations, diluted earnings per share and improved operating ratio all set records, despite the slow economic recovery and softness in our coal franchise," said CEO Wick Moorman. "Our railroad continues to operate extremely well, and that enables us to control costs and operate efficiently while providing high levels of service for our customers."

Railway operating revenues of \$2.9 billion were essentially flat in the second quarter compared to 2011. General merchandise revenues improved 9 percent to \$1.6 billion. Coal revenues declined 15 percent to \$755 million. Intermodal revenues improved 4 percent to \$563 million.

Railway operating expenses for the second quarter fell 3 percent to \$1.9 billion, compared with 2011. Income from railway operations for the second

quarter was \$934 million, up 7 percent compared with the same period last year. The second-quarter railway operating ratio improved 2 percentage points to an all-time record 67.5 percent, compared with 2011. [NS Corp.]

NORFOLK SOUTHERN SUPPORTS COAL CUSTOMERS WITH \$20.5 MILLION OF TRACK WORK IN PENNSYLVANIA

NORFOLK, VA. – Norfolk Southern recently completed \$20.5 million of track, bridge, and signal improvements along its major coal line through the Monongahela Valley in a record seven days. To ensure coal customers in Southwest Pennsylvania continue to receive consistent and reliable rail service, Norfolk Southern schedules a maintenance blitz each July to coincide with the coal miners' annual week long summer break.

The "Mon" Line extends 85 miles south from Pittsburgh to serve five coal mines in Washington and Greene counties. In 2011, nearly 37 million tons of coal were shipped over the line -- most of it delivered to utility customers. Approximately 30 trains daily use the line.

The blitz is a logistical achievement. Crews labor through long summer days, with afternoon temperatures reaching close to 100 degrees, and they don't quit until after sundown. This year, 500 Norfolk Southern engineering department employees from across the railroad's 22-state system installed more than 44,600 crossties, laid 10 miles of new rail, resurfaced 67 miles of track, replaced 1,091 bridge ties, and installed 18 culverts. Additionally, the crews finished maintenance projects on 28 road crossings, four bridges, and one tunnel.

Fifty-six work trains, along with 32 pieces of track equipment, were utilized. Under normal conditions it would take approximately three months to accomplish this work, with disruptions in service.

Our engineering crews blitz this rail network under some challenging conditions – heat, a one-week deadline, a lot of moving parts," said Phil Merilli, chief engineer for NS' Northern Region. "What we accomplish will keep trains running safely all year long, and it shows our commitment to keeping these tracks in top condition."

The maintenance work on the Mon Valley line is part of Norfolk Southern's planned \$2.4 billion investment in its rail network during 2012. [NS Corp.]

NORFOLK SOUTHERN HIGHLIGHTS ECONOMIC DEVELOPMENT IN NEW TELEVISION AD

NORFOLK, VA. - Norfolk Southern Aug. 13 launched a new television commercial that showcases the railroad's role as a creator of economic possibilities - a powerful force for growth among the industries and communities served by the line.

"City of Possibilities" begins airing today in 30- and 60-second versions on CNN, Fox News, and other channels. It will run during the Republican and Democratic national conventions and through the presidential election in November, appearing as well in event sponsorships at the convention sites in Tampa Bay and Charlotte, and in various digital venues.

The spot is a whimsical portrayal of a boy and his dog, and the steady growth of a railroad-served community that springs up while they sleep.

In the last decade, NS has participated in the location and expansion of more than 1,000 factories, distribution facilities, and other businesses along its lines, representing an investment by NS customers of \$30 billion and some 46,000 jobs.

"Norfolk Southern is a dependable partner for states and local economic development authorities on projects involving site selection and development of infrastructure to connect customers to our rail system," said Donald W. Seale, NS executive vice president and chief marketing officer. "It's not a stretch to say that, where the railroad goes, good things follow. We're doing our part to keep the American economy strong, and we're ready to do much more. That's an incredibly positive message for the country and one that will be well received during the election season."

The spot was produced by NS' advertising agency, RP3 Agency of Bethesda, Md., and by The Mill of New York, N.Y., an award-winning creator of computer-generated graphics. [NS Corp.]

NICKEL PLATE ROAD NO. 765 WOVES 'EM IN PENNSYLVANIA



NKP 765 TACKLES HORSESHOE CURVE ON 8-20-12. NS PHOTO.



NKP 765 ON THE CAPITOL CONNECTION AT THE MULBERRY STREET OVERHEAD BRIDGE - 8-19-12. PHOTO BY BOB FRIED.



NKP 765 MEETS THE NS OFFICE CAR TRAIN ON ROCKVILLE BRIDGE - 8-18-12. NS PHOTO.

HARRISBURG, Pa. – Nickel Plate Road 2-8-4 No. 765 put on a show with five round trips between Enola Yard and downtown Harrisburg Saturday and Sunday, August 18 and 19, and on Monday was set to take on one of the most historic engineering icons of Eastern railroading, the famed Horseshoe Curve near Altoona.

The 1944 Lima-built Berkshire made its first appearance in the heart of Norfolk Southern's former Pennsylvania Railroad country, working employee trips in recognition of the company's 30th anniversary. During this tour, this is the eastern-most destination for the locomotive, which is owned by the Fort Wayne Railroad Historical Society and based in nearby New Haven, Ind.

During its weekend trips, the locomotive marched back and forth across famed Rockville Bridge across the Susquehanna River and

met the Norfolk Southern office car train on the bridge on the return segment of its first trip Saturday. The locomotive carried a Pennsylvania Railroad whistle in recognition of the heritage of the railroad it is operating over. [Edited from TRAINS News Wire]



PLANS DERAILED FOR CENTRAL PENNSYLVANIA COMMUTER TRAINS

After at least 20 years of debate, reams of studies and millions of dollars of investment, the proposal to bring commuter rail service to the midstate is off the tracks.

Not one commuter train has left the station, not even for a test run.

And now the Capital Area Transit board has shunted the project to a lonely, unfunded siding.

CAT's board in June decertified the last \$29,000 in federal funding earmarked for the project. The amount is small, at least in government terms, but the decision to turn the cash back to the feds means the commuter rail project has no significant pool of cash.

CAT board Chairman Eric Bugaile portrayed the decertification decision as a routine bookkeeping matter since "there is nothing we could do with the money."

In the near term, commuter rail won't be coming to the midstate, he said. Rick Rovegno, the CAT board member who made the motion for the

decertification vote, called it a watershed moment in the commuter rail argument.

"This puts the nail in the coffin of this iteration of the idea," said Rovegno, a former Cumberland County commissioner. "I hope we can all put it to bed now and move on. We have a lot of other challenges."

Whether midstate commuter rail is truly dead remains to be seen, but even its staunchest advocates concede it is at best dormant, at least until traffic congestion grinds the area to a standstill.

In its heyday, the idea seemed to be on the fast track.

The mid-1990s and early 2000s saw considerable interest and backing of the concept by local governments, including Cumberland and Dauphin counties and Harrisburg.

The federal government pumped millions of dollars into studies and planning.

The first concept, Corridor One, called for a commuter system on Amtrak and Norfolk Southern lines from Lancaster to Harrisburg to Carlisle.

Construction cost estimates caused that to be scaled back to a Lancaster-to-Harrisburg-to-Shiremanstown route that planners projected would cost \$80 million to build.

That figure didn't include the significant subsidies that would have been needed to underwrite operating costs. Projections showed rider fares would not come close to covering the cost of running the system.

As time passed, a new board of Cumberland County commissioners, of which Rovegno was a part, voiced skepticism about the plan's economic viability. Ultimately, the Cumberland board blocked the project from coming into the county.

A plan for a test run on the Lancaster-to-Harrisburg section of the Corridor One route never came to fruition. State funding that would have been vital to sustaining the system didn't materialize.

David Black, president of the Harrisburg Regional Chamber and Capital Region Economic Development Corp., wasn't surprised that CAT is giving back the last share of federal commuter rail money.

"It's a realization that a very positive vision probably can't happen as easily as people thought it could happen," Black said. "The idea that we could just put passenger trains on a rail freight line wasn't realistic."

Barb Cross, chairwoman of Cumberland County commissioners, said transit alternatives still must be considered, but regional leaders have their hands full just finding cash to maintain roads and bridges. Funding for extensive projects such as commuter rail simply isn't available at the state and federal levels right now, she said.

Yet commuter rail's apostles aren't bowing their heads in defeat. The project should have been pursued, they insist, and its time will come.

"I don't think the project is dead, but it's going to take some work to get it back in the funding stream for the feds," said John Ward, a former president of the Modern Transit Partnership, a CAT affiliate that led the charge for commuter rail.

Ward estimated that \$6 million from federal, state and local sources was invested in planning and engineering for the project since MTP's founding in 1997. The state's reluctance to commit to operating funding for the project proved to be perhaps the greatest stumbling block, he said.

"Without that, it's at a standstill," Ward said.

The state regularly struggles with funding for other major public transit systems, including that in Pittsburgh and the Southeast Pennsylvania Transportation Authority, which serves the Philadelphia area.

"It's going to happen," Ward said of the midstate project. "It's only a matter of time. Putting it off is going to increase the cost immensely."

"We still think it's the most forward-looking idea for this region," said Ron Skubecz, president of the Cumberland County Coalition for a Sustainable Future. His group has prodded county commissioners in a bid to jump-start the commuter rail initiative.

"We're definitely aware that right now it's not going to happen," Skubecz said. The concept will revive, he said, "when real thought is given to livability in this area."

Commuter rail advocates have long touted the proposal as a way to avoid, or at least alleviate, what many regard as the inevitable snarling of midstate highways.

Diane Myers-Krug, associate director of the Tri-County Regional Planning Commission, said her agency's projections show the area's road system "is not going to get better" in terms of tie-ups because traffic volume will keep rising.

"We need a better way of getting around," she said, along with more transportation-oriented development planning.

Critics of the commuter rail proposal have argued that the trains wouldn't reduce road traffic enough to matter.

In 2007, then-state transportation Secretary Allen Biehler cited CAT projections of only 444 passengers for the Lancaster-to-Harrisburg commuter run as reason not to provide state funding. At those numbers, the route would run an \$11 million annual operating deficit, or around \$51,000 per rider, Biehler said. *[Matt Miller, The Harrisburg Patriot-News, July 8, 2012]*



[SEPTA WINS TIGER GRANT TO IMPROVE WAYNE JUNCTION SUBSTATION](#)

PHILADELPHIA – The Southeastern Pennsylvania Transportation Authority has won a \$12.8 million grant from the U.S. Department of Transportation's Transportation Investment Generating Economic Recovery grant program. The grant will be used to rebuild the 80-year-old Wayne Junction substation in North Philadelphia.



The substation was built in 1931, and has been operating continuously ever since with the majority of its original components. In all, 25 circuit breakers, transformers, switches, relays, and controls inside and outside the substation building will be replaced. It provides power for six commuter lines.

The Reading Company electrified its lines between Philadelphia's Reading

Terminal and Norristown, Doylestown, Chestnut Hill, Hatboro, and West Trenton, Pa, in 1931. The Reading's electrification was supplied solely by the rotary converter station at Wayne Junction.

The electrification was extended to include the Fox Chase Line in September 1966, and was again extended from Hatboro to Warminster, Pa. in the 1970s. Although ownership of the system has changed, it has remained essentially unchanged with the exception of the replacement of a rotary converter station at Wayne Junction in 1986.

The substation project is the second large-scale project funded at Wayne Junction in two years. The 100-year-old Wayne Junction passenger station is in the midst of a \$30 million rehabilitation, including preservation of the Frank Furness-designed station house, enhanced access for the disabled, and improvements to passenger tunnels. *[TRAINS News Wire]*



PRR, PRSL & LIRR EVENTS IN SEPTEMBER

Sept. 4, 1890 - Excursion opens Downingtown & Lancaster Railroad between New Holland and Conestoga Jct. east of Lancaster, where it rejoins the main line.

Sept. 12, 1900 - PRR Board authorizes automatic block signals between Philadelphia and Paoli.

Sept. 25, 1905 - *New York Limited* rear-ends eastbound local entering Paoli station just before 3:00 PM; five killed and about 20 injured; General Manager Atterbury's office car, No. 30, had just been refurbished and was making a test run to Paoli and back with various officials; local was delayed in leaving yard and crossing main by need to turn office car; towerman did not have time to reset switches, and *Limited*, which normally switched to express track to pass local at Paoli instead switched back onto the local track and into the rear of the local at 45 MPH; office car was telescoped into combine ahead and split apart.

Sept. 8, 1910 - Pennsylvania Station, New York, opens for LIRR trains at 3:01AM; 650-volt D.C. electrification extended from Woodside to Penn Station; first train, a newspaper-only local to Port Washington, departs at 3:36 AM; first train arrives 4:34 AM; official train leaves for Jamaica at 9:32 AM; also placed in regular service are "F" Tower at Long Island City portal and "C" Tower at 33rd Street tunnel entrance to Penn Station; 196 trains operated in first 24 hours and 35,000 people carried.

Sept. 27, 1916 - PRR Board appropriates \$1.5 million to acquire property for large new freight yard between Waverly and Newark Bay Bridge.

Sept. 26, 1920 - Group of veterans leaves Broad Street Station in a box car attached to a PRR train to attend the American Legion convention in Cleveland; other box cars to be picked up en route; commemorates the famous "40-8's" used to carry 40 men or 8 horses in France.

Sept. 27, 1925 - *Washington Broadway Limited* renamed *Liberty Limited*. *Red Arrow* inaugurated between Detroit and New York (eastbound only); named for Red Arrow (32nd) Division of American Expeditionary Force, composed primarily of men from Michigan and Wisconsin.

Sept. 28, 1930 - Upper level of 30th Street Station opens at 2:01 AM for all MU trains using Suburban Station and steam trains to Wilmington, Baltimore, and Washington from Broad Street Station; Suburban Station opens with seven tracks (6-12) and four platforms for MU commuter trains only; "BROAD" Tower at Suburban Station placed in service.

Sept. 1935 - PRSL single-tracked between Glassboro and Newfield.

Sept. 11, 1940 - PRR Board authorizes retirement of Kittanning Point passenger station at Horseshoe Curve.

Sept. 12, 1943 - Fire at Broad Street Station destroys track and umbrella sheds built in 1923.

Sept. 21, 1945 - PRR receives first road passenger diesels, two 2,000-HP General Motors E7A's No. 5900-5901, delivered at Indiana Harbor; temporarily assigned to Harrisburg-Altoona service; later assigned to *The Red Arrow* between Harrisburg and Detroit; Detroit run chosen because GM executives ride train. (Editor's Note: PRR 5901 may be viewed today at the Railroad Museum of Pennsylvania in Strasburg, Pa.)



Sept. 11, 1951 - Lima-Hamilton Corporation in Lima, Ohio, turns out last locomotive; a PRR transfer diesel No. 5683.

Sept. 1955 - PRR begins using slogan "Don't Stand Me Still" on pay checks, freight cars and posters; claims if cars

were kept rolling an extra 15 minutes a day, it would be the equivalent of 20,500 new cars.

Sept. 6, 1960 - *The Susquehannock* makes last run between Williamsport and Harrisburg, Pa.

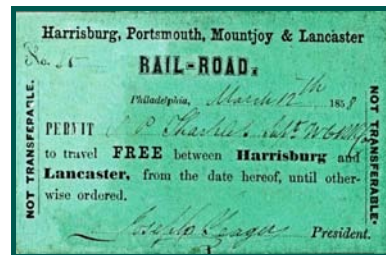
Sept. 30, 1965 - President Johnson signs High Speed Ground Transportation Research and Development Act sponsored by Sen. Claiborne Pell of Rhode Island; provides \$90 million over three years for

developing and testing high-speed equipment for use between Boston and Washington; Boston-New York to be United Aircraft TurboTrains; New York-Washington to be high-speed electric MU cars; PRR, and later Penn Central, contribute a total of \$60 million for track and signal improvements.

Sept. 4, 1967 - PRR and Red Arrow Lines buses begin through ticketing from Newtown Square and other points in Delaware County to Paoli locals.

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

The **HARRISBURG, PORTSMOUTH, MOUNT JOY AND LANCASTER RAIL-ROAD** was an early American railroad built to connect three main population centers in east-central Pennsylvania.



The early road followed the Union Canal (Pennsylvania), and was laid out in 1837 to connect the Susquehanna River valley communities of Harris Ferry (now Harrisburg), Portsmouth (now a part of Middletown, Dauphin County, Pennsylvania), Mount Joy and Lancaster,

Pennsylvania. In 1837, the Commonwealth of Pennsylvania chartered the railroad, only the sixth railroad ever chartered in the United States (third in Pennsylvania) having been chartered only nine years after the first U.S. railroad, the Baltimore and Ohio Railroad.

James Buchanan was the road's first president, who later became President of the United States. Simon Cameron, of Middletown, and later Secretary of War under President Abraham Lincoln, and James Buchanan, of Lancaster were among the group of founders.

The railroad connected to the Portsmouth Canal Basin in Middletown. The first track laid of the new railroad ran from Harris Ferry to the Portsmouth section of Middletown. This was one of the first sections of the Pennsylvania Railroad built.

The line opened with horse-drawn cars between Harrisburg and Portsmouth. The first locomotive was built for the line, The Middletown.

The Pennsylvania Railroad first operated the HPMtJ&L under contract for 20 years on September 1st, 1849, whereby the Pennsylvania Railroad was to purchase all the equipment of the HPMtJ&L for use on both roads.

On January 2, 1917, the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad merged with the Pennsylvania Railroad. [Wikipedia]



TIMETABLE 09-12

FOR LANCASTER CHAPTER NEWS,
SEE "INSIDE THE BACK PAGE"

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.

Saturdays through Oct. 27, 2012

HARRIS 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 Oct. 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, 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.

Monday, Sept. 3, 2012

Labor Day. Take a break today....and rest!

Tuesday, Sept. 11, 2012

Patriot Day commemorating the 11th anniversary of the 9-11-01 tragedy.

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. 16, 2012

NJ Transportation Heritage Festival - 100 Morris Ave., Boonton, NJ by the United Railroad Historical Society of New Jersey. Info: www.urhs.org.

Saturday, Sept. 22, 2012

Southampton Railroad Station Society rare all reserved steam excursion to Ivyland, PA powered by the New Hope & Ivyland Railroad's Philadelphia built No. 40 Baldwin locomotive. Departs New Hope station 10:30 AM to Ivyland station. Returns to New Hope by 3:00 PM. Info: www.srfs.org.

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.

Monday, Oct. 1, 29, Nov. 5, 19, 2012

The Western Maryland Scenic Railroad is offering steam locomotive engineer experiences to railfans who wish to enjoy the thrill of running 2-8-0 steam locomotive No. 734. For additional information or reservations, please contact: Carl Franz at: cmfrr@aol.com or call: 1-240-720-8686.

Saturday, Oct. 7, 2012

The Great Gatsby Express to Gouldsboro-Tobychanna powered by historic F3 diesel locomotives by Steamtown National Historic Site. 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 at the Crowne Plaza Wilmington North Hotel in Claymont, Delaware. Nationally sponsored event.

Saturday, Oct. 20, 2012

Tobychanna Excursion powered by historic F3 diesel locomotives by Steamtown National Historic Site. Info: www.nps.gov/stea.

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, or 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.

Sunday, Nov. 4, 2012

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. 10-11, 2012

First Frost Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 N. 17th Street, Allentown, Pa. 18104. Info: www.allentowntrainmeet.com.

Saturday and Sunday, Nov. 10-11, 2012

Roanoke Chapter, NRHS Amtrak Excursions to Abingdon and Shenandoah, Va.. Info: www.RoanokeNRHS.org.

Sunday, Nov. 18, 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.

Friday and/or Saturday, Nov. 23-24, Dec. 1, 2012

"Holiday Express" from Scranton to Moscow, Pa. by Steamtown National Historic Site. Info: www.nps.gov/stea.

Sunday, Nov. 25, 2012

"Holiday Limited" from Scranton to Gouldsboro-Pocono, Pa. by Steamtown National Historic Site. Meet Santa and the troops as they come home for the holidays. Info: www.nps.gov/stea.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

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

Saturday, Dec 1 and Dec. 8, 2012

Home For The Holidays

Saturday, Dec 1 and Dec. 8, 2012

Polar Express Parties - Registration begins October 22.

STRASBURG MUSEUM AT ODDS WITH LOCAL TOWNSHIP

STRASBURG, Pa. – The Railroad Museum of Pennsylvania is working to design a new roundhouse facility that will meet local zoning guidelines, reports Lancaster Online. The museum has asked Strasburg Township for an exception to temporarily delay the construction of a pedestrian walkway along State Route 741. Officials from the township have called such a walkway crucial for movement of pedestrians along the busy highway.

Also of concern is the design for the roundhouse itself. The initial design of the 16,000-square foot roundhouse was done with a glass facade to match the architecture of the museum structure. Since the construction of the museum the township has passed an ordinance for a railroad heritage zone that dictates a more historic facade for structures. The museum is still in the process of designing the roundhouse and say it will work with the township to meet everyone's needs.

In 2010 the state of released \$5 million for major improvements at the museum, including \$500,000 for the design of the roundhouse. The governor has indicated he will allocate another \$6.1 million for the construction of the roundhouse in the future. [TRAINS News Wire]



THE ROAD TO PARADISE

STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

- 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
Nov. 3-4, 2012 - Trains & Troops
Nov. 10, 2012 - Murder Mystery Dinner - Monster Mashed
Nov. 16-18, 2012 - Day Out With Thomas
Nov. 23-25, 2012 - Santa's Paradise Express
Dec. 1-2, 8-9, 15-16, 2012 - Santa's Paradise Express

PHOTO OF STRASBURG'S EX-NEW YORK CENTRAL SW8 No. 8618 BY MICHAEL TIERNEY



- Sept. 1, 1884 - Ticket agency established at Newberry, Pa.
Sept. 1890 - Reading Board increases Pres. A. A. McLeod's salary to \$40,000 a year, second only to Chauncey M. Depew of the NYC&HR at \$50,000.
Sept. 15, 1909 - Philadelphia & Reading Board of Directors approves purchasing two Brownhoist ore unloaders for Port Richmond.
Sept. 19, 1912 - New engine No. 1700 released from Reading Loco Shop.
Sept. 6, 1926 - Last run of Atlantic City Railroad's *The Baltic* from Baltic Avenue Branch in Atlantic City; end of passenger service on that branch.
Sept. 8, 1932 - Reading signs operating contract with Stone Harbor Railroad.
Sept. 8, 1959 - City of Philadelphia begins "Operation Northeast" on Reading's line to Fox Chase.
Sept. 18, 1962 - First 4 carloads delivered to new Arco auto terminal.
Sept. 2, 1965 - Three directors of Reading invite Chairman William White of Erie-Lackawanna to discuss combination of E-L, Reading, D&H, B&M and CNJ as fourth eastern system.



AUGUST, 2012 CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Strasburg Rail Road in Strasburg, Pa. on Monday, August 20, 2012. The meeting was called to order at 7:55 p.m. by President Tom Shenk with 53 members and 4 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the July Membership Meeting minutes. Helen Shaak approved the motion and David Stambaugh seconded the motion. The July Membership Meeting minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Ron Irwin had no membership report. Ron Irwin introduced new member Charles Crawford from Coatesville. Ron Cannon introduced his guest Steve Sayar. Also in attendance were guests Joel and Sharon Altland.

CHAPLAIN: Chaplain Doris Geesey read "Point of View." On behalf of the

Chapter Doris sent "thinking of you cards" to John Irwin and Arthur Lubitz. John has been having some health issues. Mary Ellen Lubitz gave an update of her husband Arthur's condition. Arthur is currently at the Resthaven Rehabilitation Nursing Home in the comfort care unit. Doris also reported two members of RailCamp are recovering from injuries from a motor vehicle accident in Washington State. Barry Smith, NRHS senior vice president and director of RailCamp and Alex Polimeni, a RailCamp counselor were the two members injured. There also was an unknown teenager in the vehicle, but he was not injured. Helen Shaak received an e-mail that Howard Fox is at the Lebanon Valley Rehabilitation Center located on Main Street, Annville. His health has deteriorated and he only has days to live.

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

TRIPS: Ron Irwin announced that the upcoming chapter trip scheduled for Saturday, October 20, 2012 is sold out. Ron will be mailing out the trip confirmations soon.

ANNOUNCEMENTS: Tom Shenk announced that the copier maintenance has dropped to \$440.00 a year due to a drop in the numbers of newsletters being printed. Tom announced that Manheim will have glass blowing demonstrations the last Sunday in August and the last Sunday in September from 1 p.m. to 4 p.m. Tom, Ron, and Ed will be working on the Chapter by-laws. In the new by-laws the Chapter would like to hold only six Chapter Meetings and four Board Meetings for the year. National Director Smoke Shaak's title will change for next year. He will be the Chapter's National Representative. Tom announced that the Nominating Committee for the 2012-2013 year. The Committee will be Kevin Crouse (chairman), Lou Hauck, and Lorri Steffy. Tom announced that the Parkesburg Station clock is being worked on, but that person believes it's too big of a project for him to get the clock in working order, so Tom is looking for someone else to complete the clock from Red Lion. The caboose flooring is being stored in the Gang House until installation arrangements can be made. Tom announced that the next meeting for the Lancaster Train Station is scheduled for Wednesday, August 22, at 10:30 a.m. at the station. Marlyn and Doris Geesey and Richard and Jane Rutledge thanked Chapter members who attended their "Garden Railroad" open house on Saturday, August 18. They had a good turnout - about 100 people visited their garden railroad. Tom and Dennis are working on next year's Chapter Trip. The flyer will be out soon. Tom reported that the chapter sold \$700.00 in Strasburg Rail Road tickets at tonight's meeting. Tom announced that the Chapter Picnic will be on Sunday, September 23, 2012. A Chapter Board Meeting will be held before the picnic at 3:00 p.m. and the picnic will start at 4:00 p.m. Chapter members are asked to bring their own place settings and a covered dish. The picnic is free for Chapter Members and guests are welcome to attend for \$5.00 each.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:40 p.m. The Chapter extends a very special thank you to the Strasburg Rail Road for hosting the Lancaster Chapter.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

NEWARK, DELAWARE RAIL STATION PROJECT GETS A \$10 MILLION BOOST

Officials announced that The Newark Regional Transportation Center project off South College Avenue would receive \$10 million in additional federal funding.

The latest federal TIGER Grant funds are an addition to the \$2.8 million in TIGER funds the project received in 2010, said DelDOT spokesman Brett Taylor.

The project, which will cost an estimated \$26 million to complete, is a joint

venture between WILMAPCO, DeDOT, Delaware Transit Corporation, the City of Newark, New Castle County, the University of Delaware and the Delaware Economic Development Office.



SEPTA'S PLATFORM ON THE RIGHT SERVES ALL COMMUTERS. THE FORMER PRR NEWARK STATION IS ON THE LEFT. SOUTH COLLEGE AVENUE PASSES OVERHEAD.

Taylor said the existing Newark Rail Station site will undergo significant renovations over the next four years and will eventually include a ticket kiosk, public restrooms, a handicap-accessible platform and expanded parking facilities.

He said the cooperating agencies are working off of funds from the previous grant to finish a preliminary environmental and

engineering assessment of the site, scheduled to be completed by July of 2013.

"After that, we'll begin the final engineering and construction, and we'll have three years to complete that," according to the terms of the most recent grant, Taylor said.

Phase One of the project will likely include realignment of the Norfolk Southern freight-rail tracks to allow for safety upgrades to the passenger-rail platforms, Taylor said.

"That would hopefully improve (Norfolk Southern's) operations also, in terms of using their property more efficiently," he said.

He said Phase Two of the project would most likely bring more frequent train stops to the Newark station.

The station currently only serves passengers heading northbound, but Taylor said planners are in discussions with Maryland officials about the possibility of extending MARC service north to Newark.

"Currently there's no commuter-rail service from Newark to Perryville," he said. "We think that will be a great benefit to the students in those areas."

[Report and photo by Katy Bowman - Newark (DE) Post]



GENERAL ELECTRIC BUILDS 5,000TH EVOLUTION SERIES LOCOMOTIVE

ERIE, Pa. - July 20, 2012 – General Electric Transportation has rolled out its 5,000th Evolution Series locomotive. The locomotive was delivered to the Union Pacific under the road number 7964. Production of the Evolution Series began in 2005 and was designed to meet the Environmental Protection Agency's Tier 2 locomotive emissions standards that took effect in that year. The locomotives are equipped with either AC or DC traction motors depending on the customer. There are four types: ES40DC, ES40AC, ES44AC, and ES44DC. *[Edited from TRAINS News Wire]*

THIS MONTH'S BANNER PHOTO

A PRR Revival! Juniata Terminal Company's former PRR E8A No. 5711 with Norfolk Southern ES44AC No. 8102, PRR Heritage Locomotive, in Philadelphia - June 2012. Courtesy of Bennett Levin.



OPERATION LIFESAVER REMINDS YOU...

Trains can't stop quickly! . . . you can. Remember to Look, Listen and Live!



WELCOME ABOARD!

New Chapter member Charles Crawford from Coatesville, Pa. joined at our August Chapter Meeting in Strasburg. Thanks, Charles!



NRHS ADJUSTS NATIONAL DUES RATES FOR 2013

The NRHS is adjusting national dues rates for membership year 2013 and beyond. The NRHS Board of Directors approved the new rates at the summer meeting in Cedar Rapids, Iowa, following the required period of notice to all Board members.

Starting with 2013:

- At-Large Primary dues rates are increased from \$37 to \$40
- Chapter Primary dues rates are increased from \$36 to \$39
- The standard event-related promotional dues rate for new membership is increased from \$24 to \$25

There are no changes to the current promotional dues rates for Student and Youth members, and no change to the Family membership rate.

In proposing the new dues rates, the NRHS officers noted that it has been three years since national dues rates were adjusted. During that period, the Consumer Price Index increased by 7%. Postal rates increased by over 7% in just the last two years, and additional increases are expected. In addition, the Society is seeing increases in most of its major contract costs as contracts expire and are renegotiated. The new dues rates are in line with the real cost inflation the Society has experienced and do not fund any significant changes in services or products.

After discussion, the Board of Directors unanimously approved the new dues rates. The new dues rates will be reflected on the membership invoice that NRHS members will receive in October. *[Greg Molloy, NRHS Telegraph - August 2012]*

NORFOLK SOUTHERN HERITAGE DIESEL MODELS

Models of the NS Heritage locomotives in HO scale have been announced by Athearn Trains (www.athearn.com) as part of their Genesis (EMD SD70-ACe - \$199.98 to \$299.98) and Ready to Roll (GE AC4400cw - \$139.98) series.

Overland Models, Inc. (www.overlandmodels.com) is presently offering HO scale EMD SD70Ace locomotives at \$1,065.00 each - N and O scale models will follow.

Intermountain Railway (www.intermountain-railway.com) has announced a run of HO scale GE ES44DC locomotives in the Norfolk Southern "Heritage" schemes, including Pennsylvania Railroad. These models are "fast tracked" and reservations are due by September 30th with delivery slated for March 2013. MSRP is \$179.95 without sound; \$259.95 with sound.

Fox Valley Models (www.foxvalleymodels.com) is offering all 10 of the GE ES44DC locomotives in N scale either separately at \$130.00 each or in a limited edition set of all 10 for \$1,000.00.



LAST RUN

The Lancaster Chapter extends sincerest sympathy to the Shaak, Depew and Eberly families on the loss of their father, Harold L. Shaak, Sr., on August 21, 2012. Harold 'Smoke' Shaak, Jr. is our Chapter National Director and Donetta M. Eberly, Smoke's sister, is our Chapter Secretary.





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

SUNDAY AFTERNOON, SEPTEMBER 23, 2012

CHRISTIANA FREIGHT STATION



DOORS OPEN WITH CHAPTER BOARD MEETING AT 3:00 PM

PICNIC STARTS AT 4:00 PM

The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Bring a container or Ziploc bags to take food or chicken home.

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 beautiful Conrail caboose.

SYNOPSIS OF THE SUMMER, 2012 BOARD OF DIRECTORS' MEETING

The NRHS Board of Directors met in Cedar Rapids, Iowa on Thursday, June 22, 2012. The meeting was part of the 2012 NRHS Convention held in Cedar Rapids, IA.

The 2012 Railway Heritage Grants were announced, with 21 grants awarded in 14 states and the District of Columbia for a total of \$50,000. During its 22-year history, the NRHS grants program has awarded 200 grants totaling just under \$500,000.

In financial news, President Greg Molloy advised the Board that the 2011 Audit Report is complete, but has a technical error that had to be recalculated. The report will be sent to the Board of Directors as soon as the issue is resolved. The IRS form 990 will be filed in July following completion of a review process.

Preparations for 2013 dues invoices were reviewed. Timely review and updating of chapter information and membership rosters remains critical for a smooth dues renewal campaign.

Senior Vice President Barry Smith reported that the 2011 RailCamp session was about to start with all 24 spots in Steamtown filled and all 12 spots in the new RailCamp Northwest filled. All participants will be receiving financial sponsorships.

Secretary Maloney provided a presentation updating the Board on the Status of 2012 Elections. Balloting closes on August 1, 2012. The General Counsel and Interim Electoral Committee will certify the election results later that month.

Jack Hilborn presented a status report on the proposal to create a NRHS Executive Director position. The study committee expects to complete their work in time to present their recommendations to the Board of Directors at the Fall 2012 conference.

The Board received an interim report for the 2011 NRHS Convention in Tacoma, WA. Several unresolved financial issues remain before the convention results can be closed. There were approximately 800 participants in the Iowa 2012 convention in Cedar Rapids, and several event venues were sold out due to heavy support from Iowa and nearby residents. Guest speakers from Alaska discussed the plans for the 2013 NRHS Convention in Anchorage, Alaska, and event sales will start in late 2012. As with the 2012 convention, pre-registration is not required. NRHS is looking into possible convention venues for 2014, and options are being investigated for future years. So far all proposals under consideration involve national sponsorship.

The 2012 Fall Conference will take place on October 19-21 in Claymont, Delaware, and is a nationally-sponsored conference. The Board approved a 2013 Conference, April 4-7, 2013, in Cincinnati, OH to be co-sponsored by Cincinnati Chapter and Collis P. Huntington Chapter.

The Board of Directors unanimously approved the recommended Dues Adjustments for 2013.

NRHS presented a reinstatement charter to the Rochester Chapter in Rochester, New York. The Board withdrew the charters of the Alabama Gulf Chapter, and the Ozarks Chapter, both of which have been on a suspended status for some time. [NRHS Telegraph]

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****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 - ANNUAL CHAPTER PICNIC

OCTOBER

OCTOBER 15, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING AND ELECTION OF CHAPTER BOARD 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!

NOVEMBER

NOVEMBER 16, 2012 - FRIDAY, 7:30 PM - HISTORIC REVERE TAVERN, PARADISE, PA - ANNUAL CHAPTER BANQUET

Look for details and order form in the October *Lancaster Dispatcher* - you won't want to miss this year's program!

NOVEMBER 29, 2012 - THURSDAY EVENING, 7:00 PM - CHRISTIANA FREIGHT STATION CHRISTMAS DECORATING

Decorate the Freight Station and Christmas Tree for the Holiday Open House and Christmas. Bring your favorite Train Ornament to hang on the tree. This is a fun-filled activity to usher in the Holiday Season.

DECEMBER

DECEMBER 15, 2012 - 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 16, 2012 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS PARTY

OPEN HOUSE FROM 1:00 PM TO 5:00 PM, MEMBERSHIP MEETING AT 5:00 PM & CHRISTMAS PARTY AT 5:30 PM

Doors open at 1:00 PM. Regular Chapter Membership Meeting at 5:00 PM, with our Annual Chapter Christmas Party at 5:30 PM. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit!

CHAPLAIN CONTACT INFORMATION

DORIS GEESEY

PHONE: 717-347-7637

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

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.



NEW ROUNDHOUSE AT THE RAILROADERS MEMORIAL MUSEUM, ALTOONA, PA. - JULY 3, 2012

PHOTO COURTESY OF DAVE HOMER, WEST JERSEY CHAPTER, N.R.H.S.

USED WITH PERMISSION

LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT: TOM SHENK 717-560-1186 TSHENK@NRHS1.ORG
1ST VICE PRESIDENT: RON IRWIN 717-299-6405 RIRWIN@NRHS1.ORG
2ND VICE PRESIDENT: GLENN KENDIG 610-593-6313 GKENDIG@NRHS1.ORG
SECRETARY: DONETTA EBERLY 717-866-5514 DEBERLY@NRHS1.ORG
TREASURER: RICHARD RUTLEDGE 717-741-0205 RRUTLEDGE@NRHS1.ORG
EDITOR: ED MAYOVER 302-834-3662 EMAYOVER@NRHS1.ORG
HISTORIAN: EVAN RUSSELL, JR. 610-269-7054 ERUSSELLJR@NRHS1.ORG
CHAPLAIN: DORIS GEESEY 717-347-7637 DGESEY@NRHS1.ORG
1ST DIRECTOR: CINDY KENDIG 610-593-6313 CKENDIG@NRHS1.ORG
2ND DIRECTOR: TOM McMASTER 717-274-5325 TMcMASTER@NRHS1.ORG
NATIONAL DIRECTOR: HAROLD SHAAK 717-484-4020 HSHAAK@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

A BOARD MEETING AND THE ANNUAL PICNIC OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA. ON SUNDAY AFTERNOON, SEPTEMBER 23, 2012. BOARD MEETING STARTS AT 3:00 P.M. FOLLOWED BY THE PICNIC AT 4:00 P.M.

**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**

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