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## LOCAL HISTORIAN TRACES PRISONER OF WAR TRAINS THROUGH PAOLI

BY ALAN THOMAS



GERMAN PRISONERS OF WAR AT BOSTON, MASS.  
U.S. ARMY SIGNAL CORPS PHOTO

Roger D. Thorne, looking comfortable in jeans and a flannel shirt, talked about the allure of local history in his Malvern living room.

Thorne, president of the Tredyffrin Easttown Historical Society, recently gave a history lesson at the Easttown Library titled "When Nazi Prisoners Passed Through Paoli." By 2 p.m. the library's meeting room was filled with more than 50 railroad and World War II history buffs.

"I like studying local history," Thorne said. "People get really predictable [about what they know]. Valley Forge? Yeah, but what went on around here besides that?" he paraphrased for the uninitiated.

Thorne knows a lot about something that nobody else knows scarcely anything about. It has become his passion. Between 1943 and 1945 Pennsylvania Railroad passenger trains carrying German prisoners of war ran through Paoli, and the rest of the Main Line for that matter, mostly at night, at high speeds ("on the number-three track at 60 miles per hour") and hardly anyone knew.

"There's never been a book written about the subject," Thorne said. "Arnold Krammer's 'Nazi Prisoners of War in America' tells the story of around 400,000

Germans who were held in prison camps in the United States. There are only five pages in his book about transportation."

The information is hard and some of it impossible to find.

Thorne used the analogy of "trying to complete an intricate jigsaw puzzle with half the pieces missing" to suggest the difficulties in doing research on the topic.

"Hundreds of thousands of Germans magically wind up in Alabama, Mississippi, Kansas or Michigan or wherever," Thorne said. "All but four of the [then] 48 states had prison camps."

Documentation is scarce. World War II is slipping further into the past, as is the Pennsylvania Railroad, so that much of the un-archived material has already been lost.

Thorne's research has been conducted, so far, at places such as the Hagley Museum with its "finest collection of operating materials of the Pennsylvania Railroad," the Military Police Museum in Fort Leonard Wood, Mo., where he learned about the guards assigned to the trains, the National Archives at College Park, Md., and New York City and the U.S. Army Heritage and Education Center in Carlisle, Pa.

Thorne's prize find, however, has been a 95-year-old retired "engineman" named Eugene Steffy who was the fireman with Harold Duncan, the engineer on a train that took German prisoners of war from New Jersey to Harrisburg on April 12, 1945.

"Coincidentally" - Thorne stops - "April, 12, 1945, was also the day that President Franklin D. Roosevelt died."

Carl Landeck, whom Thorne calls a "colleague," invited Thorne to go along with him to Harrisburg to meet Steffy and hear his story in 2005. Landeck, who worked for the Pennsy during World War II, is the historian of the Pennsylvania Railroad Technical and Historical Society. Landeck was also at the Easttown Library. So was Steffy.

"Steffy, if asked about the POW train on which he was the fireman that day, would say, 'When I saw those fellows, I wondered where they'd come from, and where they were going,'" Thorne said to emphasize Steffy's ability to look beyond the mechanical side of his job, which was merely to get the train to Harrisburg and pass it on to the next train crew.

And so Steffy, in response to a question about whether he had only one experience transporting POWs, answered thoughtfully that he "could have had others," but that, if they were assembled in other New York-area railroad yards, he "would have had no way of knowing." Crews were not told what they were hauling.

"Only two paragraphs of Gene's story had ever been published," Thorne said.

Thorne described Steffy as "sharp," mentally, at 95. And, during a historical "debriefing" session at Strasburg's Railroad Museum of Pennsylvania, it was arranged for Steffy to climb into the cab of one of the museum's steam engines, the only completely

assembled K-4 left anywhere, by way of the giant engine's 9-foot-high ladder, a quick, straight-up climb that Steffy handled without a hitch.

Dan Gross, a historian at the National Archives, helped Thorne track the voyages of POW ships. Part of that phase of Thorne's research documents a convoy of 41 ships that left Southampton, England, on March 31, 1945, and arrived at New York on April 11 with 4,000 German POWs. Thorne found out that convoys like that one were coming into New York every four days.

Two other ports also handled German prisoners, Boston and Hampton Roads, Va.

There is no doubt that a majority of the Germans headed to internment in the American heartland passed through the Main Line communities on the secret and highest-priority trains, higher priority even than troop trains headed in the opposite direction, toward the New York Port of Embarkation as it was known, Thorne said. That "port," 122 square miles with 11 separate ports in all, included not only all docking facilities in the five New York boroughs but ports in northern New Jersey.

Prisoners' diaries have been important in Thorne's research. They said things like, "Coming to America was a dream - a land without war and without destruction."

Used to only darkness at night since the beginning of the war, the Germans, docked in New York Harbor for only one night, marveled at "everything lit up as brightly as day," the New York skyline and the "land traffic noises" that they heard.

They had been lied to, told that the Luftwaffe had leveled American cities, including New York, and now they realized the deception.

Thorne traced the prisoners on Steffy's passengers' journey from Le Havre and Cherbourg through Southampton, as the fast convoy UC62A that formed and crossed a foggy, gale-swept Atlantic with the ironic possibility of being sunk by the one of the last of Germany's U-boats, and an arrival during a perfect afternoon when the prisoners could be let up on deck to see the Statue of Liberty and the skyline of Manhattan.

He could also piece together the prisoners' processing on Pier 84 in midtown Manhattan, their delousing, processing and transfer by river ferry to the Jersey City side where a 29-year-old Engineman named Eugene Steffy would later watch them file, looking haggard and defeated, onto his train bound for Harrisburg, because that was all he knew.

Thorne traced the train through Harrisburg, then Pittsburgh and St. Louis, then south through Texarkana on the Missouri Pacific line eventually to reach a railhead in Huntsville, Texas, where the prisoners were interned.

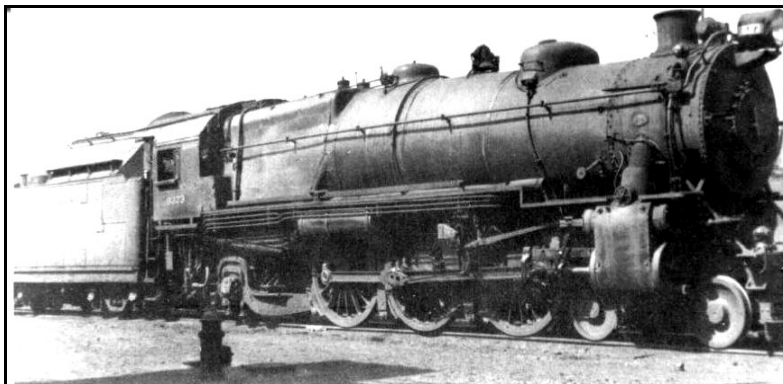
Thorne used visuals from the Pennsylvania Railroad collection of the Hagley Museum and Library and the National Archives to illustrate the story of just one of the many POW trains that blew through Paoli at 60 miles per hour between 1943 and 1945.

As an epilogue, Thorne sketched the German prisoners' fate after the war had ended, that event only 40 days after Steffy's train had begun its movement toward its Texas destination.

Prisoners held in America became "obsessed," Thorne said, with returning home after the war's end. But that did not happen for about a year, during which time most POWs continued to work as agricultural laborers. Their eventual repatriation through England held them up there for more months, as the British also used them to help with their postwar cleanup effort.

The last of the German prisoners of war left Camp Shanks, N.Y., to embark onto ships to take them back to Europe on July 22, 1946.

Editor's Note: Sadly, Eugene H. Steffy, 95, of Camp Hill, passed away on February 9, 2011, at Harrisburg Hospital. He was a member of the United Transportation Union and Railroad Retiree Club of Pennsylvania, the Pennsylvania Railroad Technical & Historical Society, the National Railway Historical Society, Friends of the Railroad Museum, and the Strasburg Keystonians. Mr. Steffy was a retired Engineman for the Pennsylvania Railroad, a railroad history buff and an avid reader.



PRR No. 8373 - CLASS K4s at ALTOONA, PA. IN JUNE, 1938. ON APRIL 12, 1945, THIS LOCOMOTIVE POWERED THE TRAIN THAT TRANSPORTED GERMAN PRISONERS OF WAR FROM NEW JERSEY TO HARRISBURG, PA. WITH HAROLD DUNCAN, ENGINEER AND EUGENE STEFFY, FIREMAN.

**ROGER D. THORNE WILL BE PRESENTING HIS PROGRAM "WHEN NAZI PRISONERS PASSED THROUGH PAOLI" AT THE LANCASTER CHAPTER'S ANNUAL BANQUET ON NOVEMBER 16, 2012 AT THE HISTORIC REVERE TAVERN.**



## 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.



### AMTRAK TO TAKE OVER CSX NEW YORK TRACKAGE NOVEMBER 5

ALBANY, N.Y. – Amtrak is working to take over 100 miles of track from Poughkeepsie to Schenectady, N.Y., under a 25-year lease agreement from CSX on Nov. 5, the *Albany Times Union* reported. The agreement includes the option for a 23-year extension. CSX would continue to operate freight service on the line. The agreement is under review by the federal Surface Transportation Board, with approval expected soon.

Once Amtrak takes over, capacity upgrades can begin. These will include construction of a fourth track at the Albany-Rensselaer station and a second main line track between Albany-Rensselaer and Schenectady. Also planned is an upgrade of the signal system over the Poughkeepsie-Schenectady segment that will help maintain faster and more reliable schedules on Amtrak's Empire Corridor, which stretches from Niagara Falls, N.Y., to New York City. Design work on 75 miles of new signals is under way, and construction will begin in late 2013. The projects are being paid for with nearly \$200 million in federal stimulus funds.

On the Canadian Pacific Railway, ex-Delaware & Hudson, line that carries Amtrak's Adirondack and Ethan Allen, work on a two-mile second main track in Ballston Spa, N.Y., is expected to start in October and be completed in the spring, said a spokesman for Canadian Pacific. The second track has been sought for nearly two decades. The single track often delays trains by as much as 20 minutes as they wait at Rensselaer or Schenectady for other trains to clear the 17-mile stretch.

The fourth track at Rensselaer was included in the original station design but funds weren't available to build it. Trains occasionally must wait outside the station for tracks to clear, typically delaying arrivals by five or 10 minutes.

The current improvements are concentrated in the eastern part of New York State, but a proposal for a segment of high-speed track in the Rochester area apparently stalled. CSX opposes mixing high-speed passenger trains with freight trains, expressing concerns about safety.

"While CSX has been cooperating with New York's efforts to study high-speed rail, the company has been consistent in its strong belief that it should be built on separate, dedicated high-speed rail lines," said railroad spokesman Bob Sullivan. "Mixing high-speed passenger trains with slower freight trains poses significant safety risks and threatens the ability of freight railroads to meet the vital needs of New York State and the nation," he told the *Times Union*. [TRAINS News Wire]

### AMTRAK OPENS NEW NIANCTIC RIVER BRIDGE



NEW NIANCTIC RIVER BRIDGE WITH 1907-BUILT BRIDGE ADJACENT.

NEW YORK— Amtrak achieved the main focus of its project to replace the movable Niantic River Bridge in East Lyme, Conn., overnight Sept. 7 as all rail traffic is shifted to the new bridge and the existing 105-year-old bridge will be removed from service.

The new bridge will allow Amtrak to provide reliable rail operation, increase in speeds on and near the bridge, and minimize delays on a route that serves as a key link for passenger and freight rail service between New York and Boston.

The last train to operate over the old bridge was Northeast Regional Train #67 (Boston – Newport News) at about 11:39 p.m. Friday night. The first train to operate over the new bridge was Northeast Regional Train #66 (Newport News – Boston) at about 5:24 a.m. Saturday morning.

Initially, all rail traffic will share one track over the new bascule lift bridge. The second track is scheduled to be available for use in November. Amtrak will continue to open and close the old bridge for all maritime traffic until it is fully removed next spring.

Other major work elements of this project include new track alignments for the east and west approaches to the bridge, and expansion of the navigation channel beneath the bridge and an increase in the vertical under-clearance above the water to benefit river traffic. Also, sections of the Niantic Bay Overlook boardwalk are being reconstructed and the beach replenished.

The three-year, \$140 million project began in April 2010 and remains on-schedule with an estimated completion date of May 2013. [Amtrak]

### SURGING AMTRAK RIDERSHIP SETS 11 CONSECUTIVE MONTHLY RECORDS

WASHINGTON—Amtrak ridership is surging this year with 11 consecutive monthly ridership records. In each month of the current fiscal year, Amtrak has posted the highest ridership total ever for that particular month (i.e., the best October ever, the best November ever, etc.) with the final month of September also expected to be a new record. In addition, July was the single best ridership month in the history of Amtrak.

"All across America the demand to travel by Amtrak is strong, growing and undeniable," said President and CEO Joe Boardman. "Amtrak continues to deliver on its mission to fulfill a vital national transportation need and does so with improved management and financial health."

Through 11 months of FY 2012 (October 2011 - August 2012), total Amtrak ridership is up 3.4 percent as compared to the same period last year. When the current fiscal year ends on September 30, Amtrak expects a new annual ridership record will be set, surpassing the current record of 30.2 million passengers established in FY 2011. From FY 2002 to FY 2011, Amtrak ridership increased 44 percent and set new annual records in 8 of those 9 years. This long-term growth is occurring across the Amtrak national network and on all Amtrak business lines, including the Northeast Corridor, state-supported and other short-distance routes, and long-distance services. [Amtrak]



#### AMTRAK, TRANSIT TARGETED FOR CUTS IN GOP PLATFORM

TAMPA, Fla. — At the Republican National Convention, the party approved platform reaffirmed presidential hopeful Mitt Romney's vow, made during the Iowa primary in January and again in an interview several weeks ago, to eliminate all Amtrak funding if he is elected in November. During his acceptance speech last night, Romney made no reference to transportation policy.

"The public has to subsidize every ticket nearly \$50," the platform's statement on transportation claimed, continuing, "It is long past time for the federal government to get out of the way and allow private ventures to provide passenger service in the Northeast Corridor. The same holds true with regard to high-speed and intercity rail across the country."

The platform also made it clear that the party was willing to cut financial support for public transportation and other infrastructure investment because "funding the Highway Trust Fund remains a challenge given the debt and deficits and the need to reduce spending. Republicans will make hard choices and set priorities, and infrastructure will be among them."

At the convention, House Transportation and Infrastructure Chairman John Mica (R-Fla.) told Politico.com's Kathryn Wolfe, "I'm still on a holy jihad to try to get Amtrak operations under control." He said that he intends to hold two more hearings when he gets back to Washington, one on how Amtrak competes with private contractors and another one on Amtrak's money-losing routes that require subsidies. [TRAINS News Wire]



#### AMTRAK VIRGINIA SERVICE TO NORFOLK TO LAUNCH DECEMBER 12

Amtrak Virginia's Northeast regional service extension to and from Norfolk, Va., will begin Dec. 12 — 10 months earlier than originally projected, Virginia Gov. Bob McDonnell announced Aug. 30.

The new service will provide a same-seat trip from Norfolk to Washington, D.C., New York City and as far north as Boston. The round-trip train will bring intercity passenger rail service to Norfolk for the first time since 1977.

The extension was made possible with assistance from CSX Transportation, Norfolk Southern Railway and the city of Norfolk, which completed the necessary upgrades for the service, said Virginia Secretary of Transportation Sean Connaughton. Their work made it possible to launch the service 10 months ahead of schedule, he said. [Progressive Railroading and Amtrak]



#### AMTRAK DOWNEASTER EXTENSION BEGINS NOVEMBER 1

The Northern New England Passenger Rail Authority (NNEPRA) said Sept. 12 the extension of Amtrak Downeaster service to Freeport and Brunswick, Maine, will begin Nov. 1. Tickets for the new service go on sale Oct. 1.

Amtrak's Downeaster links cities in Maine, including the state's largest city, Portland, and in New Hampshire with Boston's North Station, five times each day. Two of those trains (each way) initially will be extended

to Brunswick.

Project funding included \$38.3 million in federal stimulus dollars to upgrade rights-of-way owned by Pan Am Railways. "We are proud to deliver this expanded service on schedule and on budget," said NNEPRA Chairman Martin Eisenstein. Eisenstein praised the joint efforts of the Federal Railroad Administration, Pan Am Railways, Amtrak, and the Maine Department of Transportation.

NNEPRA says Downeaster ridership exceeded 528,000 passengers in fiscal year 2012, 4% above FY11.

Amtrak President and CEO Joseph Boardman said the extension "coincides with record ridership demand on both the Downeaster and rail travel throughout the country." [Railway Age Rail Group News]



#### AMTRAK INSPECTOR GENERAL UNCOVERS PAYROLL FRAUD

WASHINGTON — An investigation by Amtrak's Office of Inspector General (OIG) has uncovered instances of payroll fraud, misuse and potential theft of property, and other abuses in the railroad's Mid-Atlantic Communications and Signals

Department.

The OIG's office said it had received information from a confidential source alleging payroll fraud in the form of unworked overtime paid to Amtrak employees. Based on intermittent surveillance, reviews of time records and e-mails, and other investigative activities, the Inspector General determined that multiple Amtrak employees defrauded Amtrak by being paid for hours not worked. One employee defrauded Amtrak by working an outside job while being paid regular and overtime hours. The OIG said the employee was paid \$5,600 for time, including regular and overtime pay, when he was actually off Amtrak property officiating at high school sporting events. In addition, while at work, the employee allegedly misused Amtrak computers by sending and receiving thousands of e-mails related to his recreational activities, including communicating extensively with women he met on six online dating sites.

The report also showed departmental supervisors failed to prevent fraudulent regular and overtime hour payments, misuse of Amtrak property, and cost overruns and slow progress in completing two American Recovery and Reinvestment Act projects. As a result of concerns about excessive overtime, the OIG has begun audit work underway reviewing company-wide management controls over employees' use of overtime.

The OIG has referred the results of its investigation to Amtrak management for action. Amtrak management said they would "act quickly and aggressively to discipline employees who committed fraud, misused company resources, or failed in their supervisory responsibilities." [TRAINS News Wire]



#### CSX DONATES LAST SECTION OF HIGH LINE TO NEW YORK CITY

New York City Mayor Michael Bloomberg announced the city acquired the third and final section of the High Line from CSX Corp. The transaction is a major step toward preserving the entire historic elevated railway and transforming it into public open space, Bloomberg said in a prepared statement.

The transfer of ownership clears the way for design and construction on the final stretch of the elevated rail viaduct to extend the High Line park to West 34th Street. Design of the rail yards section is under way and construction is expected to begin later this year.

The High Line is a section of a former elevated New York Central Railroad spur running along the lower west side of Manhattan. The line is recognized as a significant contributor to the revitalization of the west side, according to city officials.

"We view the donation of the High Line as not simply a transfer of ownership, but a contribution to the vitality of the area, and we are thrilled that the entire length of this iconic rail structure will be available for the public to enjoy," said CSX Chairman, President and Chief Executive Officer Michael Ward.

In 1999, CSX commissioned a study on re-purposing the High Line that included the possibility of enrolling the viaduct in the federal "Rails to Trails" program. In 2005, CSX and the city entered into a trail use agreement for the High Line and the Class I donated the line south of West 30th Street. *[Progressive Railroadng]*

#### [D.C. TO STUDY POTOMAC RIVER RAIL BRIDGE OPTIONS](#)



THE LONG BRIDGE, ALEXANDRIA, VA. PHOTO BY GREG PRIMROSE.

The District of Columbia Department of Transportation has awarded a \$1.57 million contract to Michael Baker Jr., a division of engineering company Michael Baker Corp., to

study repair or replacement options for the Long Bridge, the only bridge carrying rail traffic between D.C. and Virginia.

The bridge, one of the five spans that make up the 14th Street crossing, is used by CSX, Amtrak and Virginia Railway Express. CSX Corp. owns it.

Baker will review the bridge's condition and identify potential short-term repairs. It will also analyze the bridge's capacity and identify alternatives.

The study will include input from the three railroads as well as the National Park Service, Washington Metropolitan Area Transit Authority, Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, U.S. Interior Department, Coast Guard, Corps of Engineers and the Federal Railroad Administration.

The original Long Bridge was opened in 1809, according to the National Railway Historical Society. The current structure's last major overhaul was in the 1940s. *[Jeff Clabaugh - Washington Business Journal]*



#### [NORFOLK SOUTHERN EXPECTS THIRD QUARTER RESULTS TO BE BELOW THIRD QUARTER 2011](#)

NORFOLK, VA - Sept. 19, 2012 - Norfolk Southern Corporation announced that third quarter 2012 earnings are expected to be in the range of \$1.18 to \$1.25 per diluted share, primarily due to volume declines in certain markets and lower revenues from

fuel surcharges. Decreased coal and merchandise shipments, offset in part by growth in intermodal volumes, are together expected to reduce revenues by approximately \$120 million compared with third quarter 2011.

Fuel surcharge revenues are anticipated to be approximately \$80 million below the same period last year. Third quarter 2011 fuel surcharge revenues included a favorable lag-effect of \$52 million, whereas results for the current quarter are expected to be impacted by an unfavorable lag-effect in the range of \$25 to \$30 million. Norfolk Southern will report earnings and other results after market close on Tuesday, Oct. 23.

*[Edited from Norfolk Southern Corp.]*

#### [INTERMODAL RAIL FACILITY EYED IN HAZLETON](#)

An existing site could fit the bill for an intermodal rail facility for the Hazleton area, a regional railroad official says.

Charles Barker of Norfolk Southern Railroad told members of the Manufacturers and Employers Association recently that a site in Sugarloaf Twp. would be suitable for a small facility where contents of rail cars are

transferred to or from trucks. The Hazleton and Northeast Rail Commerce Center sits on 130 acres of reclaimed mine land off the southeast intersection of Tomhicken Road and Interstate 81.

"This facility has the potential of doing anything involving rail with truck, and truck with rail," said attorney Pasco Schiavo, whose family owns the facility.

"The way we are set up, we are flexible to either and both. We have all the space. We have two docks, and everything is built to regulation. We built it as a trucker's dream. Trucks can come in and go out, load and unload just about anywhere."

Mr. Schiavo said he has obtained a permit for the driveway for a high volume of traffic into the facility, which has two 3,000-foot rail tracks with two 150-foot loading docks along them. The rail is rated 136 pounds per yard.

"This is the heaviest, strongest track made," said Joseph Martarano, president of Master Logistics, the company that operates the facility. "This is main line (quality) transcontinental rail."

The facility is connected directly to Norfolk Southern, one of 10, first-class rail carriers in the country that serves the Northeast United States.

"We can take the heaviest locomotives, with numerous cars," Mr. Schiavo said.

Leon Kwiatkowski, site manager, said the facility has the capacity to handle a lot of rail-to-truck business.

"The facility can handle 78 rail cars with two, six-axle locomotives, and still clear the switches for turn around," Mr. Kwiatkowski said.

"We can load or unload trailers. The back dock is off-loading from the rail, and loading bulk materials into cars. This is a 24/7 operation."

The facility has its own locomotive to move rail cars around on the track, and a 9,900-pound, rough terrain forklift with a boom that extends 43 feet to help move contents onto and off trucks.

The area was originally home to a main-line passenger track to Catawissa, Sunbury and Harrisburg that was abandoned by Conrail, Mr. Schiavo said.

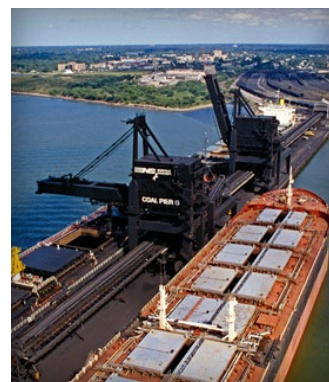
"We refurbished the old track 100 percent, with new rails, ties and bedding (for one side of the facility's track), and installed an entire new track (on the other side)," he said.

The facility has three customers - two in the neighboring Humboldt Industrial Park and the third in the nearby Valmont Industrial Park - which bring in their raw material by rail.

"There isn't another facility like this until you get to Bethlehem, Harrisburg or Altoona," Mr. Schiavo said. "Mr. Barker said they have to depend on sites near the interstates, which this is."

The site, adjacent to the former Sugarloaf Landfill, is next to another 250 acres, meaning there is ample room for future expansion. *[Jim Dino, Staff Writer - The Times-Tribune, Scranton, Pa.]*

#### [NS RECORDS 17.6% COAL EXPORT GROWTH IN AUGUST](#)



Norfolk Southern's coal export shipments from its Lamberts Point facility in Hampton Roads, Va., rose 17.6% in August versus July levels. "It's a different marketplace this year," said Donald Seale, NS chief marketing officer. "It's still very good business for us. We're still transacting a lot of business and a lot of boats are at Lamberts Point. But it's a different market this year versus last year fundamentally."

*[SNL Financial]*



### NJ TRANSIT CONTINUES TO USE NEW TOOL TO CATCH COUNTERFEIT PASSES

NEWARK, N.J. – NJ Transit has developed new weapons to stop people who are either making fake passes for NJ Transit trains, buses, and light rail lines or buying them from professional counterfeiters, *The Times* of Trenton reports.

Crew members on NJ Transit trains point a small, LED flashlight at a pass looking for a hidden character that shows up only under ultraviolet light. NJ Transit Deputy Police Chief Joseph Kelly said that since the new program went into effect in July, police have arrested 41 people whose passes failed the UV light test. Of the arrests, 26 were made on trains and 15 on either light rail or buses, Kelly said. In one case, an arrested passenger told police she paid \$20 for a pass that should have cost \$50.

When conductors, bus operators, or light rail enforcement officers detect fake passes with the LED light, they don't directly confront passengers, Kelly said. Instead, they call police who meet the vehicle or train to check the passenger's pass and make the arrest.

Kelly said the forgery charge is a fourth-degree crime that can lead to 18 months in prison and a \$10,000 fine. Cases are handled in municipal courts where the arrests are made, he said. [TRAINS News Wire]



### SEPTA MOVES FORWARD WITH PLANS TO EXTEND NORRISTOWN HIGH-SPEED LINE TO KING OF PRUSSIA

According to a release issued by SEPTA, the board of directors approved the selection of a consultant team led by AECOM. The team will perform the Alternatives Analysis and Draft Environmental Impact Statement Planning Study for the extension of the Norristown High-Speed Line (NHSL) to King of Prussia.

The study, funded by a federal appropriation to SEPTA and matching funds from PennDOT, Montgomery County and King of Prussia District (KOP-BID), will:

- Analyze different routing options for the rail extension to the King of Prussia Mall and onward to First Avenue in the King of Prussia Business Park;
- Determine station locations; and
- Begin the federal environmental approval process.

The NHSL Extension was identified as the top transportation improvement project for KOP-BID early in the organization's development. The potential for the project to alleviate traffic congestion and address the need for additional transit service in King of Prussia, as well as provide major incentives for economic development in the vicinity of the proposed station stops, has made it a top priority for the King of Prussia business community.

SEPTA also awarded a contract to the Delaware Valley Regional Planning Commission to conduct ridership modeling, using data on population centers and demographics to project ridership, another essential element to determine the project's qualification for federal funding. Other members of the consultant team include King of Prussia based Bergmann Associates, LTK Engineering, Malick & Shere and Portfolio Associates. This phase of the project will take approximately 15-18 months to complete. [James Myers - NorristownPatch.com]

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN OCTOBER

**Oct. 11, 1900** - Four-day 10th International Conference of the Railroad Department of the YMCA held at the PRR YMCA building in West Philadelphia.

**Oct. 24, 1910** - First lot of new, all-steel P54 suburban coaches delivered; seat 82; assigned to local service out of Penn Station, New York.

**Oct. 17, 1920** - PRR restores prewar service levels for winter "bridge trains" between Broad Street Station and Jersey Shore points; 2 round trips to Wildwood/Cape May; 4 round trips to Atlantic City, plus 4 round trips of express trains between Camden and Atlantic City.



**Oct. 7, 1930** - Electro Motive Company 300 HP diesel demonstrator No. 463 begins tests on Philadelphia Terminal Division.

**Oct. 1937** - Second pair of tracks and platform opens on lower level of 30<sup>th</sup> Street Station in Philadelphia

**Oct. 27, 1940** - New York World's Fair closes for second and final season; LIRR carries 9.5 million fair passengers, down from 15.7 million in 1939; PRR/LIRR carry one of every five visitors.

**Oct. 24, 1950** - ICC approves abandonment of PRSL between Elmer and Daretown, N.J.

**Oct. 4, 1953** - Last run of Sunday-only passenger service between Reading and Norristown, Pa., with about 700 railfans; E6 No. 1600 and two P70s.

**Oct. 20, 1957** - PRR operates "Farewell to Steam" excursion with K4s No. 612 from New York to Sea Girt via NY&LB and returning via Freehold and Jamesburg.

**Oct. 20, 1957** - Last PRR steam excursion operates from Baltimore to Northumberland, Pa. behind L1 No. 520; excursionists view PRR Historical Collection of steam locomotives and cars.

**Oct. 1960** - GE delivers No. 4400, first of 66 Class E44 4,400 HP C-C electric freight locomotives; first 36 have ignitron rectifiers; are the last PRR electric locomotives; replace last P5a's, FF2's, and some GG1's in freight service.



**Oct. 28, 1963** - Demolition of Penn Station, New York, begins at 9:00 AM; at 10:30, officials hold a ceremony when crane removes four eagles from 33rd Street facade; in late afternoon members of AGBANY (*Action Group for Better Architecture in New York - Ed.*) hold protest wearing black armbands and carrying placards with the word "Shame!"

**Oct. 7, 1967** - "Pony Express" race track extras between Philadelphia and Atlantic City Race Track make last runs and race track spur abandoned.

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



## TIMETABLE 10-12

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! For further information about Harris Tower Museum: <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](http://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](http://www.nps.gov/stea).

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](mailto:cmfrr@aol.com) or call: 1-240-720-8686.

Saturday, Oct. 6, 2012

October Trolley Fest in Darby Borough, Pa. Free trolley rides on a SEPTA PCC-II trolley between Darby and the Elmwood Car Barn and return at 11:00 am and 11:30am. Info: [www.octrolleyfest.org/Oct12-sched.html](http://www.octrolleyfest.org/Oct12-sched.html).

Sunday, Oct. 7, 2012

The Great Gatsby Express to Gouldsboro-Tobyhanna powered by historic F3 diesel locomotives by Steamtown National Historic Site. Info: [www.nps.gov/stea](http://www.nps.gov/stea).

Saturday and Sunday, Oct. 13-14, 2012

Railfest Steam Days Weekend at the B&O Railroad Museum, 901 West Pratt St., Baltimore, Md. Info: [www.borail.org/Railfest.aspx](http://www.borail.org/Railfest.aspx).

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](http://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

Tobyhanna Excursion powered by historic F3 diesel locomotives by Steamtown National Historic Site. Info: [www.nps.gov/stea](http://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](mailto:cmfrr@aol.com) or call: 240-720-8686, Cell: 301-943-0608.

Saturday, Oct. 27, 2012

The Delaware Train Show will take place from 9am to 2pm at the Nur Shrine Center, Route 13 / 198 South DuPont Highway, New Castle, DE. Admission is \$4.00, children under the age of 12 are free. Info: [www.toysshows.org](http://www.toysshows.org).

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](http://www.gsmts.com).

Sunday, Nov. 4, 2012

Daylight Saving Time ends at 2:00 am. Turn your clocks BACK one hour.

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](http://www.gserr.com).

Saturday and Sunday, Nov. 10-11, 2012

First Frost Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 N. 17<sup>th</sup> Street, Allentown, Pa. 18104. Info: [www.allentowntrainmeet.com](http://www.allentowntrainmeet.com).

Saturday and Sunday, Nov. 10-11, 2012

Roanoke Chapter, NRHS Amtrak Excursions to Abingdon and Shenandoah, Va.. Info: [www.RoanokeNRHS.org](http://www.RoanokeNRHS.org).

Thursday, Nov. 15, 2012

Public Lecture: "The Unique Railroad of the World: Why the Pennsylvania Railroad was Different from all of the Others. Albert Churella, associate professor of Social and International Studies at Southern Polytechnic State University, will speak about his recently-published book, The Pennsylvania Railroad, Volume 1: Building an Empire, 1846-1917. This book drew on Hagley collections. Copies will be available for purchase at the lecture. Lecture will be held in the Soda House at 7:00 pm. Free. Use Hagley's Buck Road East entrance off Route 100 in Wilmington, Delaware. Reservations are requested, 302-658-2400. Info and directions, at [www.hagley.org](http://www.hagley.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](mailto:sas@scientificapparatus.com).

Thursday, Nov. 22, 2012

Thanksgiving Day.

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](http://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](http://www.nps.gov/stea).

Sunday, Dec. 2, 2012

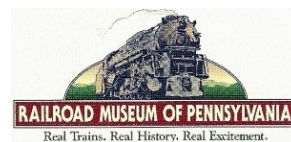
"Holiday Limited" from Scranton to Gouldsboro-Pocono, Pa. by Steamtown National Historic Site. Meet Santa, Mr. Scrooge and Tiny Tim and enjoy the Carolers. Info: [www.nps.gov/stea](http://www.nps.gov/stea).

January, 2013

NRHS Winter Conference. Location to be announced.

Saturday and Sunday, Jan. 26-27, 2013

2013 Railroad Hobby Show by the Amherst Railway Society at the Eastern States Exposition, 1305 Memorial Ave., West Springfield, Mass. 01089. Info: [www.AmherstRail.org](http://www.AmherstRail.org).



ROUTE 741 EAST, STRASBURG, PA

[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)

717-687-8628

Through Sunday, Dec. 30, 2012

Exhibit: The Role of Railroads in Pennsylvania During the Civil War.

Sunday, Oct. 7, 2012

Garden Railways Tour - A self-guided tour of various private homes featuring unique garden railways with operating model trains.

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..

## THE ROAD TO PARADISE

### STRASBURG RAIL ROAD

#### SPECIAL EVENTS

[WWW.STRASBURGRAILROAD.COM](http://WWW.STRASBURGRAILROAD.COM)

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

#### RIDE ABOARD STRASBURG RAIL ROAD'S "MIXED TRAIN"

The Mixed Train is our Freight Train with a passenger car on the rear. This is a unique opportunity to experience a historic tradition, while also witnessing the real freight work performed at Strasburg Rail Road.

Fares: \$15.00 all ages - Cash only - to the Conductor at the time of boarding. First come, first served.

#### Schedule & Boarding

Wed. & Fri. - The freight run departs East Strasburg at 6:30 a.m. with inbound cars pulled by steam. Please plan arrival for sufficient time to board and pay the fare. Passengers are to form a queue at the Caboose, staged at the head of North #1 track.

Please plan on approximately 1 hour for the entire experience.

Availability: Limited to 12 seats on the Caboose, additional seating available on Coach.

Please Be Advised: Due to interchange connections and the schedules of third parties, we may have the occasional last-minute cancellation. Schedules are adhered to as closely as possible, but the railroad reserves the right to alter schedules, substitute coaches and/or motive power as operating conditions demand. The railroad is not responsible for lack of sufficient capacity or adverse weather conditions that prevent operations.



500 SOUTH THIRD STREET, HAMBURG, PA

[WWW.READINGRAILROAD.ORG](http://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.



Oct. 3, 1887 - New interlocking signals placed in service at Myerstown.

Oct. 15, 1890 - Reading leases Philadelphia, Harrisburg & Pittsburgh Railroad retroactive to Aug. 12, 1890.

Oct. 14, 1912 - New freight house completed at Cumberland Street, Philadelphia.



Oct. 29, 1926 - Reading and B&O open joint produce terminal at Delaware & Snyder Avenues in South Philadelphia.

Oct. 1, 1932 - Atlantic City Railroad leases Stone Harbor Railroad.

Oct. 28, 1957 - PRR Pres. Symes and Reading Pres. Joseph A. Fisher dedicate "Penn-Reading Lines" model railroad at Franklin Institute in Philadelphia.

Oct. 8, 1958 - Car and Locomotive Shop at Newberry, Pa. destroyed by fire.

Oct. 30, 1960 - PSIC begins "Operation Shawmont" on Reading's Norristown Branch.



#### SEPTEMBER, 2012

#### CHAPTER MEETING MINUTES

**CALLED TO ORDER:** The Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, September 23, 2012. The meeting was called to order at 3:35 p.m. by President Tom Shenk with 61 members and 2 guests present.

**CABOOSE UPDATE:** Steve Himpsl reported that the floor of the caboose was installed with the boards donated to the Chapter by RAD Woodwork Company. Steve also works for Alcoa and through their volunteer matching funds program the Chapter will receive a check for \$250.00. Tom thanked Steve for all his behind the scene work he does for the Chapter.

**TREASURER'S REPORT:** Richard Rutledge gave the Treasurer's Report for the month of August.

**TRIP:** Tom Shenk announced that there are 2 tickets available for the chapter trip on Saturday, October 20, due to a cancellation. Tom announced this information at the Chapter Picnic. We don't know if the tickets are still available. Contact Ron Irwin to check on the status of the tickets.

**CHAPLAIN:** Doris Geesey announced that Smoke, Doris, Denise and Donetta's father passed away on Tuesday, August 21. On behalf of the Chapter, Doris sent cards to the families. Molly Weaver had blood pressure and vertigo problems - Doris sent her a 'get well' card in behalf of the Chapter. Arthur Lubitz passed away on Friday, September 7. At the Chapter meeting, Doris reported long-time chapter member Howard Fox was in stable condition and sent him a 'thinking of you' card. On Sunday, September 23 Howard passed away in Annville. Doris also gave the blessing before the chapter picnic meal.

**ADJOURNMENT:** The meeting was adjourned at 3:45 p.m. for the annual chapter picnic.

**NOTE:** The Shaak family would like to thank everyone for all the cards, prayers, and condolences we received on the recent loss of our father. A special thank you for the donation given to the Humane Society of Lebanon by the Lancaster Chapter, N.R.H.S. in our father's name.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



#### LESS THAN CARLOAD SHIPMENTS

#### LOCAL AND NATIONAL NEWS



PRR No. 5987, CLASS SW-1, AT CHICAGO, ILL.

#### PENNSYLVANIA RAILROAD SW1 SAVED

RINGOES, N.J. - A former Pennsylvania Railroad EMD SW1 has been sold by McHugh Locomotive & Crane for preservation. The locomotive, former Pennsylvania No. 9026, built



in April 1949, was sold to Pennsy Railcar Restorations, which recently restored former Lehigh Valley SW1 No. 112 to service. (*Editor's Note: It is thought that the correct locomotive number is PRR 9206.*)

No. 9026 was sold by the Pennsylvania to Bethlehem Steel, where it worked as No. 70. It will be restored and pull passenger excursions on the Black River & Western Railroad out of Ringoes, along with LV No. 112 and BR&W 2-8-0 No. 60. [TRAINS News Wire]

### GE UNVEILS PROTOTYPE FOR NEXT EVOLUTION® SERIES LOCOMOTIVE



ERIE, Pa. – GE Transportation unveiled the first new production prototype Tier 4 emissions capable locomotive Aug. 24 at its manufacturing facility in Erie. As part of a kickoff event attended by GE employees; federal, state, and local officials; and print and television journalists, the Tier 4 prototype ES44AC, appropriately numbered 2015 and decked out in GE's "Ecomagination" colors, burst through a large banner to make its debut.



Effective in 2015, the EPA will require manufacturers of locomotive diesel engines to lower particulate emissions 70% and NOx 76%, compared to engines first introduced in 2005. Alternative solutions, GE says, would likely rely on the use of a Urea exhaust additive to meet these Tier 4

emission standards, requiring railroads to build an extensive network of fueling stations across North America. But the GE's Evolution Series Locomotive will not require the additive and railroad customers will not have to incur the costs related to rail infrastructure upgrades, the company said.

The Tier 4 Evolution Series Locomotives will be built at the company's locomotive manufacturing sites in Erie, Pa., and in Fort Worth, Tex.; the Tier 4 compliant diesel engines will be manufactured in Grove City, Pa. [Edited from TRAINS News Wire and Railway Age Rail Group News - Photo by Steve Gerbracht]

### PENNSYLVANIA & SOUTHERN EYES GROWTH FROM LEASED CSX LINE

Earlier this year, the Pennsylvania & Southern Railway entered into a long-term lease with CSX Transportation for five miles of former mainline track from Letterkenny to Chambersburg, Pa.

The line connects with the 30-mile short line at the Cumberland Valley Business Park, parallels Route 11 and features hundreds of acres of rail-served, light industrial-zoned land available for development, said Pennsylvania & Southern President Eyal Shapira in the railroad's summer newsletter. The short line's business has been "booming" the past several months, including a higher number of units trains carrying pipe, vehicles and other equipment, and increased shipments of feed and grain, said Shapira. Because of the burgeoning natural gas drilling industry in the Marcellus Shale in Pennsylvania, the Pennsylvania & Southern now also is positioned to offer companies a

prime staging location for materials and rail cars, Shapira said.

To accommodate new traffic and longer and heavier trains, as well as to improve service, the short line recently completed a nearly \$500,000 tie and rail rejuvenation project between its Letterkenny yard and the CSX.

### THIS MONTH'S BANNER PHOTO

Norfolk Southern Corp. photo of Nickel Plate Road 765 steam engine and NKP NS heritage unit pulling a deadhead trip from Portsmouth, OH, to Williamson, WV, to be in place for the weekend's employee excursions. The train is crossing the massive bridge over the Ohio River and the town of Kenova, West Virginia - August 1, 2012..

*Our Thanks  
To You!*

A sincere "Thank You" to Kevin Crouse, Lorrie Steffy and Lou Hauck for serving on the Lancaster Chapter's Nominating Committee for the election of 2012-2013 officers.

### THE GREMLINS ARE BACK!

In the September *Lancaster Dispatcher*, under "Inside the Back Page" the Annual Banquet was incorrectly shown starting at 7:30 pm. Actually, the festivities begin at 6:00 pm. The gremlins apologize for this oversight.

### LAST RUNS



The Lancaster Chapter, N.R.H.S. extends sincerest sympathy to Mary Ellen Lubitz and family on the passing of her husband and fellow chapter member, Arthur F. Lubitz, Jr., 65, on September 7, 2012. Art was also a member of the Harrisburg Chapter, NRHS and a 1966 Charter Member of the Long Island - Sunrise Chapter, NRHS.

Sincerest sympathy is also extended to the Fox family on the passing of their father and fellow chapter member Howard S. Fox, Jr., 83, on September 23, 2012. Howard was the Lancaster Chapter's National Director for many years, as well as a Conductor on the Strasburg Rail Road and a member of the Harrisburg Chapter, NRHS.

Howard was this Editor's inspiration for adding "Riding the Reading..." to the Lancaster Dispatcher, because he felt that there wasn't enough Reading Company material in the newsletter.

Memorial services will be held on Saturday, October 6th, at 10:30 AM from the Grace United Church of Christ, 1000 S. 5th Ave., Lebanon, PA 17042.



**HAPPY HALLOWEEN!**

*Beware of ghosts and goblins on the tracks!*



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

## FRIDAY EVENING, NOVEMBER 16, 2012



**HISTORIC REVERE TAVERN**

**3063 LINCOLN HIGHWAY EAST, PARADISE PA 17562-9651**

**717-687-8601**

PLEASE JOIN US AS WE RETURN TO THE HISTORIC REVERE TAVERN FOR ANOTHER WONDERFUL EVENING WITH GREAT FOOD, THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS AND AN OUTSTANDING HISTORICAL PROGRAM. AND DON'T FORGET THE FABULOUS DOOR PRIZES!

**PROGRAM SPEAKER – MR. ROGER D. THORNE, CHAIRMAN, BOARD OF DIRECTORS - TREDYFFRIN EASTTOWN HISTORICAL SOCIETY**  
**“WHEN NAZI PRISONERS PASSED THROUGH PAOLI”**

ONE OF THE LITTLE-KNOWN STORIES FROM WORLD WAR II IS THAT, FROM 1943 UNTIL 1945, HUNDREDS OF THOUSANDS OF GERMAN PRISONERS OF WAR (PWs) ENTERED THE UNITED STATES THROUGH ONE OF THREE AMERICAN PORTS. THEY WERE THEN TRANSPORTED, UNDER HEAVY GUARD, BY RAILROAD TO CAMPS THROUGHOUT THE NATION, AND THE PENNSYLVANIA RAILROAD WAS PERHAPS THE LARGEST CONTRIBUTOR TO THIS EFFORT. THOUSANDS OF PRR TRAINS, TRAVELING UNDER SECRET ORDERS, PASSED INCOGNITO THROUGH THE UPPER MAIN LINE COMMUNITIES OF BERWYN AND PAOLI AT FULL SPEED TO UNSPECIFIED LOCATIONS IN THE WEST AND SOUTH OF THE COUNTRY. AND HARDLY ANYONE IN CHESTER COUNTY EVEN KNEW THIS WAS HAPPENING. IN HIS PRESENTATION, MR. THORNE WILL USE MANY RARE PHOTOGRAPHS, OBSCURE RAILROAD CORRESPONDENCE, AND DETAILED, EYE-WITNESS ACCOUNTS TO TELL YET ANOTHER STORY OF THE SUBSTANTIAL ROLE OF THE RAILROADS IN WINNING THE WAR ON THE HOME FRONT.

**SOCIAL HOUR / FAMILY STYLE MEAL / DOOR PRIZES**

**6:00 PM - FELLOWSHIP SOCIAL HOUR**

**7:00 PM - FAMILY STYLE MEAL**

**FOLLOWED BY THE PROGRAM PRESENTED BY MR. ROGER D. THORNE**

**THE BANQUET COST FOR 2012 IS \$25.00 PER PERSON**

**TICKETS WILL BE AVAILABLE AT THE OCTOBER 15<sup>TH</sup> CHAPTER MEMBERSHIP MEETING. OR, YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE. ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 2, 2012**

✂ \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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

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

**MAIL TO: LANCASTER CHAPTER, N.R.H.S.  
 TRAVEL TIME & BAILEY TRAVEL, INC.  
 1044 NEW HOLLAND AVENUE  
 LANCASTER, PA 17601**

**INFORMATION:  
 TOM SHENK  
 OFFICE - 717-299-6600 EXT. 504  
 CELL - 717-314-4448**

**"INSIDE THE BACK PAGE"****UPCOMING LANCASTER CHAPTER ACTIVITIES****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" diesel locomotives for many years. This is a must see program!

**OCTOBER 20, 2012 - SATURDAY, 8:00 AM - CHAPTER TRIP DEPARTS TRAVEL TIME OFFICE IN LANCASTER, PA.**

Lancaster Chapter Trip to Bellefonte, Pa. to ride the Penn Valley Railroad's fall foliage excursions. Contact Ron Irwin at 717-299-6405 to be placed on the "WAIT LIST" for tickets - \$95.00 per person including dinner - **THIS TRIP IS SOLD OUT!**

**NOVEMBER**

**NOVEMBER 16, 2012 - FRIDAY, 6:00 PM - HISTORIC REVERE TAVERN, PARADISE, PA - ANNUAL CHAPTER BANQUET**

We return to the Historic Revere Tavern, one of the Chapter favorites, with a terrific program presented by Roger D. Thorne. Family style meal, fellowship and door prizes round out the evening. See order form in this issue of the *Lancaster Dispatcher*.

**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. Bring your favorite Train Ornament to hang on the tree.

**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

EMAIL: [RSCOOTER2@GMAIL.COM](mailto: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.



Conceptual High-Speed Train Set as shown in Amtrak's  
"Vision for the Northeast Corridor"



**LANCASTER CHAPTER BOARD of DIRECTORS**

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**1ST VICE PRESIDENT:** RON IRWIN 717-299-6405 RIRWIN@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 REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS AND ELECTION OF 2012-2013 CHAPTER OFFICERS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA. ON MONDAY, OCTOBER 15, 2012 STARTING AT 7:30 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**

FIRST  
 CLASS  
 MAIL

*Forwarding and Address Correction Requested*

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