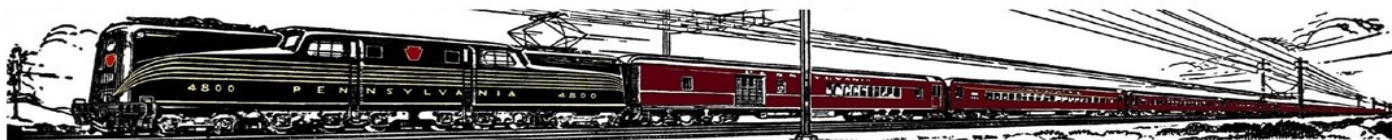


LANCASTER DISPATCHER

1935-2022



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 55 NUMBER 8

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AUGUST 2022



POWER

TO PACE THE FUTURE

Here's the drama that comes off a drawing board . . . first of a series of new engines now in service on the East-West route of the Pennsylvania Railroad! Capable of speeds up to 120 miles an hour . . . different in design . . . this long streamlined giant not only marks another forward stride in the science of railroading—it is indicative of the spirit of progress in an industry vital to the welfare of America, now and in the future.

Pennsylvania Railroad
moves ahead 

BUY UNITED STATES WAR BONDS AND STAMPS ★50,265 entered the Armed Forces ☆492 have given their lives for their Country



VIEW FROM THE CAB

Amtrak Increases Daily Service to Roanoke

WASHINGTON – Amtrak *Northeast Regional* service will soon offer a second daily departure from Roanoke, Va., giving customers more flexibility and convenience for travel to Washington, D.C., and to cities in the Northeast and Southwest Virginia. Service on the additional frequency of service to and from the city in the Blue Ridge Mountains begins on July 11.



Amtrak Launches Procurement for Upcoming Major Contract for the B&P Tunnel Replacement Program

WASHINGTON – Last week, Amtrak kicked off procurement phase for the \$1+ billion Southern Approach construction package, which is the first of three major construction contracts for the **B&P Tunnel Replacement Program** in Baltimore. Amtrak has issued a Request for Letters Of Interest (LOI) to the industry, indicating that this portion of the program will be completed under a Construction Manager At-Risk (CMAR) delivery approach.

“This is a major milestone for the B&P Tunnel Replacement Program and this contract includes several critical elements of the project,” said Amtrak’s Executive Vice President of Capital Delivery Laura Mason. “Amtrak will be procuring multiple construction contracts as part of the program, which will include the construction of the new Frederick Douglass Tunnel, and other supporting investments, such as new bridges and railroad infrastructure, improving this vital stretch of the Northeast Corridor for generations to come.”

Construction contracts of subsequent portions of the program will be procured separately. Amtrak continues to advance design, property acquisitions, and preparations for other smaller construction projects associated with the B&P Tunnel Replacement Program, which will transform the Northeast Corridor in West Baltimore. The Program includes nearly \$5 billion of construction, and after receipt of new federal funding created by last year’s Bipartisan Infrastructure Law, Amtrak will be ready to complete early construction activities.

SEPTA: Southwest Connection Improvement Program

The Southwest Connection Improvement Program will rebuild the mainline infrastructure on the Media/Elwyn Line between 30th Street Station, just below Penn Medicine Station. SEPTA is installing new high-speed switches and returning the track to operation. We are working to minimize the impact of this project for the greatest possible number of customers and residents by working weekends in July and August, and the week of August 15-19. Special Regional Rail construction timetables will be in effect for the Media/Elwyn, Wilmington/Newark, Airport Lines. While these timetables are in effect, service levels will be adjusted, and trip travel times will increase.

For Amtrak, 50 More Siemens ALC-42s

June 23, 2022 Railway Age Written by William C. Vantuono, Editor-in-Chief

Amtrak has exercised an option with Siemens Mobility for an additional 50 ALC-42 (“Amtrak Long-Distance Charger, 4,200 HP”) diesel-electric locomotives, bringing the total contract value to \$2 billion, including supplemental multiyear maintenance support. The amount also includes about \$850 million in funding set aside when the initial order of 75 units was announced in 2018.

The EPA Tier 4-compliant, AC-traction ALC-42 primarily replaces Amtrak’s General Electric-built “Genesis” P40 and P42 diesel-electric locomotives, which have a lower maximum operating speed (110 mph vs. 125 mph) and entered service under less-stringent emissions standards almost 30 years ago. The locomotive is Buy America compliant and built at Siemens Mobility’s rail manufacturing hub in Sacramento, Calif.

THIS MONTH ON THE PENNSY**PRR, PRSL & LIRR EVENTS IN AUGUST**

Source: Pennsylvania Railroad Technical & Historical Society (permission of Christopher Baer, PRRHTS).

August 10, 1913 PRR announces rebuilding of Newark Bay Bridge in 12 and a half days; old trestle is cut off at water line and new bridge built on top of piles.

August 1, 1928 Union Station in Baltimore renamed Pennsylvania Station.

August 26-27, 1933 PRR posts a new record weekend at Chicago Union Station with 41 extra sections and special trains; The Pennsylvania Limited arrives in Chicago in 5 sections on Aug. 27 .

August 1, 1938 PRR cancels Lehigh Valley Railroad trackage rights into Exchange Place Station at Jersey City and use of Waldo Yard; LV's Flemington commuter train Nos. 52-53 begins operating to LV's Johnston Avenue Yard in Jersey City adjoining CNJ ferry, which passengers use to reach New York.

August 14, 1938 Philadelphia Rapid Transit Company places its first streamlined PCC car in service on the No. 53 Luzerne route.

August 17, 1943 Baldwin Locomotive Works contracts with Reading to test its 6,000 HP road diesel between in passenger service with an 8-car train on the schedule of the Crusader; the test is terminated at West Trenton when it is discovered that the 750 HP engines are developing nearly 1,000 HP and the exhaust temperature is dangerously high; Baldwin realizes that 6,000 HP in a single unit is not competitive with the same in three units; No. 6000 is retired and parts later used in Seaboard Air Line No. 4500, a 3,000 HP locomotive.

August 22, 1943 PRR issues a special Train Talks to say "Thank You!" to public for putting up with wartime inconveniences; notes now has over 22,000 women employees.

August 2, 1948 PRSL Executive Committee authorizes \$3.6 million to modernize 60 P70 coaches with mechanical air conditioning.

August 14, 1948 Last run of passenger service between York, Pa., and Frederick, Md.; last run of Lancaster & Frederick RPO.

August 25, 1948 PRR announces expansion of postwar equipment program to \$216.7 million; includes 566 diesels, 395 new lightweight passenger cars, 273 rebuilt coaches, parlor, diner and lounge cars, and 4,400 new freight cars; passenger cars are to include 212 sleeping and lounge cars, 118 overnight coaches, 40 diners, including 16 twin-units, and 25 observation and lounge cars without sleeping accommodations; Senator and Congressional to be reequipped with compartment cars.

August 3, 1953 PRR deeds land from the Broad Street Station site to the City of Philadelphia to build Pennsylvania (JFK) Boulevard, extend Benjamin Franklin Parkway and widen 15th Street .

August 12, 1958 Transportation Act of 1958 signed; gives ICC greater jurisdiction over intrastate rates and passenger train discontinuances; restricts ICC's ability to keep rates on one type of carrier artificially high to protect another type of carrier as under the Transportation Act of 1940; provides for Federal guarantees of \$500 million in loans to railroads; as most passenger losses are from suburban services, the Act rules that local communities must support their commuter lines, and such losses cannot be cross-subsidized by freight rates as heretofore; this leads to a movement for specific state subsidies and the eventual devolution of suburban service to quasi-public authorities.

August 17, 1963 Bill authorizing creation of Southeastern Pennsylvania Transportation Authority (SEPTA) passed; to operate unified transit system in Philadelphia and four suburban counties.

Bound for Bound Brook, by way of High Bridge By Steve Ferrell

Wow, eighteen riders signed on for this trip! I was worried that someone would get lost, but it never happened. At Exton, PA, I caught the Amtrak Keystone #642. Eleven Ride with me Steve riders were already on the train, having already boarded at other stations. Arriving at Philadelphia's 30th Street station, three more riders boarded our train. Our push-pull consist reversed out of 30th street with the cab car now in the lead. At Trenton, we had two additional riders board the train. The trip up to Newark went quick, just about an hour of travel time. During this trip a lot of conversation ensued between veteran and new riders of the group. We were fortunate to have three riders from the Philly Chapter of the NRHS along, all of them experts on rail travel in their own right.

Arriving at Newark, we met our final and eighteenth rider who came up via bus and New Jersey Transit from the Metropark area. We purchased our tickets to High Bridge on the Raritan Valley line and had a late breakfast treat at either Zaro's Bakery or Dunkin Donuts before heading up to the platform for our train.

The Raritan Valley Line that we would be travelling on is a very busy line operated by New Jersey Transit. Most trains just operate to Raritan with some continuing to the end of the line at High Bridge. Most of the trains on this line originate and terminate on the eastbound run at Newark's Penn Station. A limited number of trains originate and terminate at New York's Penn Station.

Our High Bridge bound train (New Jersey Transit #5719) was waiting on Platform 5, fifteen minutes before departure and already boarding. We sat in the upper level of a bi-level coach which was about eight cars long and pushed by a Bombardier ALP45DP diesel locomotive. We would be traveling on the former Central Railroad of New Jersey's (CNJ) main line.

After departing Newark, we traveled on the Northeast Corridor, then at Hunter Tower switched to the Aldene Connection. This was created in 1967 to connect Newark Penn Station to the former CNJ main line. It uses former Lehigh Valley tracks. After stopping at Hunter and Roselle Park we switched onto the former CNJ main line (which was never electrified) and soon stopped at Cranford.

Cranfield appeared to be a bustling and vibrant town and our line at this point is quite busy. We stopped at Bound Brook, where we would return after traveling to the end of the line at High Bridge. Many station stops and especially Fanwood had attractive train station buildings. At Somerset, we noticed a very inviting minor league baseball stadium – home of the Yankee's double-A farm team: the Somerset Patriots. Unfortunately, the windows on this train were very dirty and prevented many good views and pictures.



Map of our route highlighted in yellow



Our Keystone #642 at Newark Penn Station
– photo by Bruce Adams

Bound for Bound Brook, by way of High Bridge



On the trip westbound to High Bridge - Photo by Jim Donohue



Fanwood Station – Photo by Jim Donohue



Above, High Bridge Station – Photo by Jim Donohue



Our NJT train at High Bridge

Photo by Jim Donohue



Many of the Group at High Bridge

Photo by Bruce Adams

Bound for Bound Brook, by way of High Bridge

After about 45 minutes travel, we arrived at Bound Brook. We walked over the Mama Rosina's located within the station building and the group was seated in two large tables. Fantastic bread was on the table and after drink service we ordered our meals. The menu showed a variety of offerings. Some had sandwiches (meatball, chicken parmesan) some had pasta dishes. I had the special pasta dish of ravioli and it was amazing. My order came with salad and homemade dressing. Many dishes came with pasta salad which I tasted and was the best I ever had. After lunch, one rider departed for home, while the rest of the group watched the freight operations at Bound Brook.

After our meal, we train watched for an hour and then boarded a train for Newark where it terminated on track one. At Newark, two riders took NJT to Trenton. The remaining fifteen riders stayed on the platform and soon, our train to New York Penn Station (the New Jersey Transit concourse in the old Penn Station) arrived and we boarded.

At Penn station in New York, some folks wanted to see Track's at their new 31st street location, so eight of us walked over and had a drink. Then we walked over to Moynihan Hall at Penn Station and met our other riders. We wanted to check and see if the food court was open yet. Indeed, it was open with quite a few good choices. A coffee shop, Creative salad place, Large Bar, Taste of NY and more were now open with other food outlets on the way! The H&H bagel outlet, was closing at 6PM and selling two for one bagel, so a few of us took advantage of that deal.

We waited in the ticketed passenger waiting room and soon our train was called. We boarded and had a nice trip home with lots of conversation and jokes.



Left: Signal at High Bridge, looking East – photo by Bruce Adams

Right: High Bridge, looking eastbound, photo by Jim Donohue



Bound Brook Station building with Mama Rosina's located within – Photo by Bruce Adams



Above: Auto Racks at Bound Brook ; below: CSX switching—photos by Bruce Adams



Bound for Bound Brook, by way of High Bridge



Above: Eastbound train (in push mode) leaving Bound Brook and switching to the #2 track, with the westbound train waiting in the distance. Due to track work, they were single tracking this day. Photo by Bruce Adams



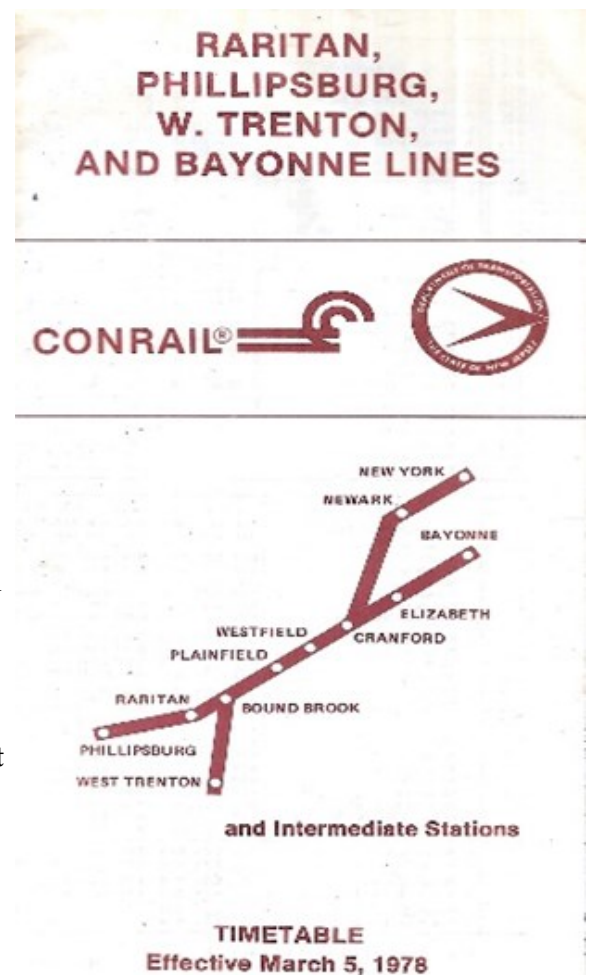
Right: West Bound train arriving at Bound Brook

Photo by Jim Donohue



Above: View from Amtrak train as we departed New York City (in the Meadowlands) – photo by Bruce Adams

Right: Scan of this historic schedule (Conrail had taken over operations from the Central Railroad of New Jersey) from 1978. It shows service from Phillipsburg and West Trenton! Thanks to Kevin Feeney for sharing this document with the riders.



Rare Mileage RDC Trip on the Reading and Northern

By Jim Donohue

On April 23rd, the Railroad Historians of the Lehigh Valley and the Lehigh Valley Chapter of the National Railway Historical Society sponsored a two-car RDC railfan excursion on the Reading and Blue Mountain.. It was advertised as “The Railroad Explorer, A Railfan R.D.C. Branchline Excursion.” The ride began at the railroad’s headquarters in Port Clinton, PA and traveled through and around Jim Thorpe, PA. The ride covered historic trackage of the Reading, Jersey Central, Lehigh & New England and the Lehigh Valley Railroads. Budd Cars 9167 and 9168 treated over 150 railfans to a safe and successful journey through the Schuylkill and Lehigh river Valleys.



The first stop was the 156-foot-high, 901-foot-long Hometown Trestle. The RDC’s dropped the passengers at the north end and backed up for a photo-op.



Passing through Tamaqua and the tunnel north of town, the two-car excursion made its way to Jim Thorpe. However, instead of going directly to the station, our train crossed the Lehigh River and skirted over to the Norfolk southern tracks for a two mile run east. This was an historical moment, as it was the first time since 1961 that a passenger train traversed these ex-Lehigh Valley tracks! A photo run-by was held in the former LV yard site.

The RDC’s then headed back n the north bank of the Lehigh River and stopped for another photo run-by on a scenic curved track.



Eventually, the train re-crossed the Lehigh River and passed the Jim Thorpe station. We took a short ride on former the CNJ trackage toward Packerton Junction. We returned to Jim Thorpe and south of the station, watched the Lehigh Gorge Scenic Railway make its way along the river bank. There were two dome cars on the train, despite its short 45 minute ride.

While passing through Jim Thorpe, we passed the RBM's F9A and F7B, nos. 270 and 275. These were purchased from the Norfolk Southern. Our Budd RDC's began service on the New Haven (9167) and New York Central (9168), although both served on several other railroads during their railroad lives.

There were two highlights on the return trip. First we stopped at the north end of the Tamaqua Tunnel and had a photo run-by of the train exiting the tunnel. The RDC's smoke left a steam locomotive-like scene behind it. Then, in Tamaqua, we exited the mainline and rode a branch to a local coal breaker on the east side of town. This trackage actually belonged to the Lehigh and New England Railroad and was the most northwest terminus of the railroad. The Lehigh's former round house is now part of a warehouse, so it is still in use! It wasn't stated, but this was likely the first passenger train on these track in years and maybe forever! Only after returning to the mainline, did we find out that cars from a Reading and Northern coal train derailed on the branch last week!



(Left) The engineer of the RDC excursion.

(Upper Right) R&BM # 3, a parlor car

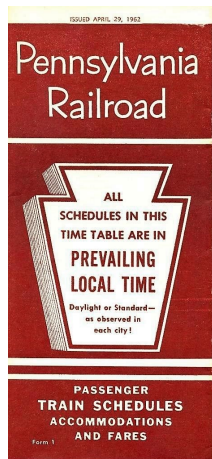


(Lower Right) R&BM caboose # 92849



(Left) The direct-drive mechanism of the RDC, who's motors drive one axle at each end of the car. It is a credit to the R&BM shop forces that these early 1950 cars operate so well.

All Photo Credits: Jim Donohue



Time Table 8-22 PENNSYLVANIA EXCURSION RAILROADS AND MUSEUMS

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



Railroad Museum of
Pennsylvania
300 Gap Road, Rt. 741
Strasburg PA 17579
www.rrmuseumpa.org
717-687-8628

**The Railroad Museum of Pennsylvania will be open
Wednesday thru Saturday from 10:00 a.m. to 4:00 p.m.,
and Sundays from 12:00 p.m. to 4:00.**



Strasburg Railroad.
301 Gap Road, Ronks, PA 17572
www.strasburgrailroad.com
866-725-9666
Now operating daily.



Reading Blue Mountain & Northern
Reading Outer Station:
3501 Pottsville Pike
Reading, PA 19605
www.rbmnrr-passenger.com
610-562-2102

**All-day RDC excursions to Jim Thorpe on selected
dates, monthly through November.**



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
**Seam-powered excursions on
August 20th-21st**

Stewartstown Railroad



21 W. Pennsylvania Ave.
Stewartstown, PA 17363
717

[https://](https://stewartstownrailroadco.com)

stewartstownrailroadco.com

**"Super Hero Express Trains" August 20th and
21st**



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
**Regular Train Rides
Every Sunday through November
7th**



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wwrr.com
302-998-1930
**Regular Train Rides on all Satur-
days in August**



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
**Operating all Wednesday 's thru
Sunday's in August**



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Operating weekends in August



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
**Trains run Sundays, Wednesdays,
Fridays and Saturdays in August**



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
**Operating all Saturday's and Sun-
day's in August**



The Reading Railroad Heritage
Museum
500 S. Third Street,
Hamburg, PA 19526
<http://www.readingrailroad.org/>
610-562-5513
**Saturdays 10 AM - 4 PM,
Sundays Noon - 4pm**

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

AUGUST 21, 2022 - SUNDAY, 3:00 PM—5:00 PM - CHAPTER MEETING AT STRASBURG RAILROAD
3:30 PM - STRASBURG RAILROAD TRAIN RIDE
AUGUST 27, 2022 — SATURDAY — ALL DAY: CHRISTIANA COMMUNITY YARD SALE AT THE FREIGHT STATION
SEPTEMBER 18, 2022 - SUNDAY, 2:00 PM - CHAPTER BOARD MEETING
3:00 PM ANNUAL PICNIC AND MONTHLY MEETING —
CHRISTIANA FREIGHT STATION—ALL MEMBERS ARE ASKED
TO BRING A DISH OF FOOD TO SHARE
NOVEMBER, 2022 ANNUAL CHAPTER BANQUET — DATE AND LOCATION TO BE ANNOUNCED

CHAPTER MEETING MINUTES

The Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana PA on Monday, July 18th 2022. Twenty-one were in attendance.
Tom Shenk called the meeting to order at 7:35 pm and led those assembled in the Pledge of Allegiance.

TREASURES REPORT:

The Treasurer Richard Rutledge gave the treasurers report for the month of June 2022. Steve Himpsle made a motion to accept the June report and Harold Shaak seconded the motion. The motion carried.

BANQUET UPDATE:

November is to be the 2022 annual Chapter Banquet at a new location in Strasburg PA, however no dates were available. Another venue for 2022 is being explored. Stay tuned!

The 2023 annual banquet is secured at the Fireside in Strasburg. Source: Tom Shenk.

OTHER:

Steve Himpsle made a motion to approve the June Chapter Meeting minutes. Toady Kennel seconded the motion, and the motion carried.

Sunday, August 21st will be a chapter meeting at the Strasburg Railroad. Tickets will be sold for \$5.00.

Please arrive by 2:30 for a 3:30 train ride followed by a chapter meeting and an open house at the Christiana Station.

Saturday, August 27th is a garage sale event for the Christiana neighborhood. The Chapter supports such efforts and will have a garage sale!

Cindy Kendig set the date for our annual picnic: Sunday, September 18th 3:00pm.

Location: Christiana Freight Station. Bring a covered dish and your own plates and flatware.

BY-LAWS

Steve Himpsle announced that the new by-laws, as printed in the May 2022 newsletter with minor spelling corrections, is on the table. After discussion, Nelson Struble made a motion to approve the new by laws. Doug Henry seconded the motion. After a vote, the motion carried.

DONATIONS

Dean Reonieri donated 5 RR books.

Richard Rutledge donated 15 Railroad VCR tapes.

ADJOURNMENT

After the group enjoyed fresh brewed coffee and snacks, at 8:20, Nelson Struble made a motion to adjourn the meeting. Steve Himpsle seconded the motion and the motion carried.

Respectfully submitted by Tom Fluck, Secretary

LANCASTER CHAPTER BOARD OF DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
1ST VICE PRESIDENT:	HAROLD SHAAK	717-484-4020	HSHAAK@DEJAZZD.COM
2ND VICE PRESIDENT:	GLENN KENDIG	717-917-0644	CINDYKENDIG@GMAIL.COM
SECRETARY:	TOM FLUCK	610-873-1784	BEDBUGGROW@MAC.COM
TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRJ611@COMCAST.NET
EDITOR:	JIM DONOHUE	717-445-0394	JTD1117@GMAIL.COM
HISTORIAN:	STEVE FERRELL	610-812-1020	STFARREL@AOL.COM
1ST DIR AT LARGE:	CINDY KENDIG	717-917-5137	CINDYKENDIG@GMAIL.COM
2ND DIR AT LARGE:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
NATL REP & WEB:	THOMAS STECKLER	610-593-2594	THOMAZ@COMCAST.NET
CHAPLIN:	DAVID STAMBAUGH	717-292-1726	DAVIDES53@ATT.NET
DONATIONS:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
RENTALS:	CINDY KENDIG	717-917-5137	CINDYKENDIG@GMAIL.COM

LANCASTER DISPATCHER CO-EDITORS

CO-EDITOR:	STEVE FERRELL	610-812-1020	STFARREL@AOL.COM
CONTRIBUTING EDITOR:	TOM FLUCK	610-873-1784	BEDBUGGROW@MAC.COM

CHAPTER MEMBERSHIP MEETING

LANCASTER CHAPTER, INC., N.R.H.S.

AUGUST 21, 2022 - SUNDAY, 3:30 PM

CHAPTER MEETING AND STRASBURG RAILROAD RIDE
STARTING AT 3:00 PM

LANCASTER CHAPTER, INC.

NATIONAL RAILWAY

HISTORICAL SOCIETY

10 RAILROAD AVENUE

CHRISTIANA, PA 17509-1416

PHONE: 717-917-5137

CHAPTER WEBSITE: WWW.NRHS1.ORG



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10 RAILROAD AVENUE

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