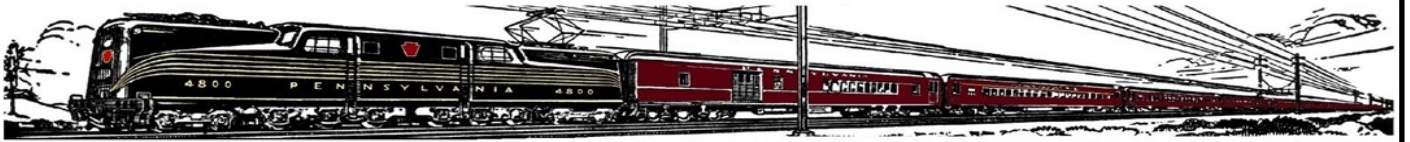


LANCASTER DISPATCHER

1935-2023

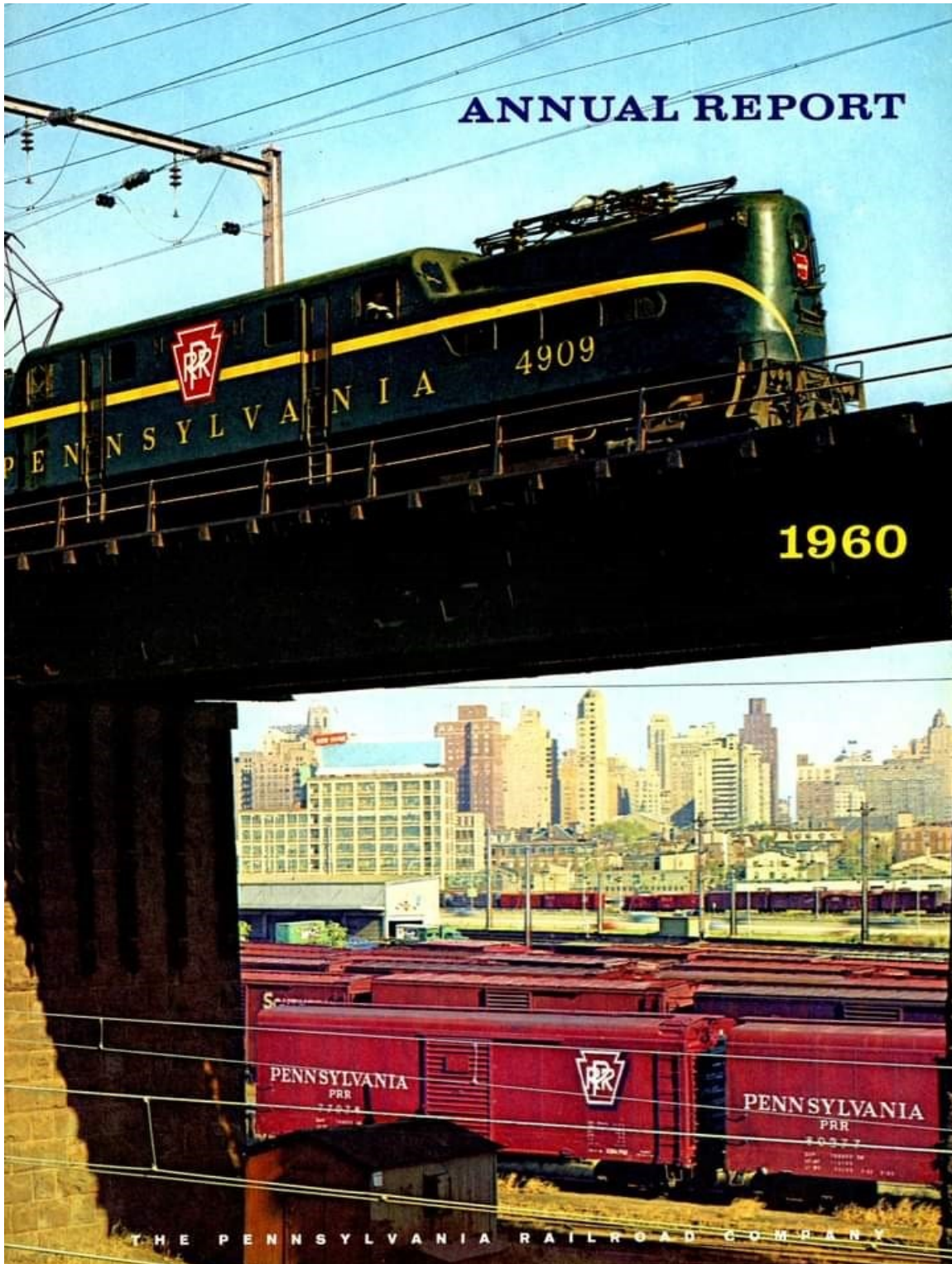


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 56 NUMBER 3

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MARCH 2023





Railway News Flash

By Steve Ferrell

Gathered from press releases

and revised for this publication

On April 15th, the Lehigh Valley Chapter of the National Railway Historical Society is sponsoring a RDC (Budd Rail Diesel Car) trip on the Reading, Blue Mountain and Northern Railroad over rail mileage. The trip leaves from Port Clinton.

In December 2022, Amtrak indicated that it will be bringing back the famous Solari Board back to 30th Street station to be displayed. The return is still years off and will be part of the station's redevelopment project. It is currently on static display at the Railroad Museum of Pennsylvania.

Amtrak has contracted with Siemens to build their replacement fleet for Amfleet coaches. These will be complete trainsets. The new "Avia" coaches will be paired with dual-powered diesel and electric locomotives. Amtrak is expecting first deliveries in 2024.

Amtrak also initiated the process for acquiring replacement railcars for their long-distance fleets. This will be the first formal step to completely reequip the Long-Distance Network. Amtrak contacted car builders as the first stage of the project. These railcars will replace the venerable superliner equipment on 14 overnight routes in the Amtrak system.

With the commitment from the State of Maryland of \$450 million dollars, the final step before full funding, Amtrak signed the first project labor agreement to replace the Civil War Era B&P tunnel in Baltimore. The new Frederick Douglas Tunnel will increase speeds through the area from 30 mph to up to 110 mph. This will save commuters time on what is the largest rail bottleneck between Washington DC and New Jersey.

President Biden announced today that it would provide \$292 million in grants to provide funding for the early stages to build new Hudson River rail tunnels that will connect New Jersey and New York. These will replace the tunnels currently in use that were completed in 1909.

Ronald Keele has been named SEPTA's Chief Safety officer. He is tasked with improving safety for riders, employees and community members. He comes from the Washington Area Transit Authority.

January 1, 2023 marked the 40th anniversary of New Jersey Transit assuming control and operations of New Jersey's commuter rail system, previously operated by Conrail.

East Broad Top's 1916 Baldwin built 2-8-2 steam locomotive will move under its own power and play a key role in the February 18-19 Winter Spectacular Event. This will include steam power on all previously scheduled excursions.

Virginia Museum of Transportation's famed Norfolk & Western Railway's 4-8-4 #611 Steam Locomotive was moved from Strasburg Rail Road's tracks to the yard of the Railroad Museum of Pennsylvania. The locomotive will be displayed and interpreted by museum staff until late spring.

The Colebrookdale Railroad received a 2.25-million-dollar grant for the construction of a new event space and market area at its headquarters in Boyertown. The grant is from the Pennsylvania Redevelopment Assistance Capital Program.

On February 27th, the MTA's Long Island Railroad will begin full service into Grand Central Madison. They had been operating on a temporary "shuttle" schedule.

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

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

March 31, 1924 LIRR announces it will seek 20-40% fare increase to meet increase of Penn Station rent from \$300,000 to \$1.3 million per year and for grade crossing elimination projects.

March 1, 1929 At Philadelphia Chamber of Commerce transit forum, Pres. Atterbury proposes replacing Market Street Elevated in West Philadelphia with subway to 69th Street and two extra tracks to bring PRR suburban trains to City Hall; also connecting Chestnut Hill Branch with Broad Street Subway and a subway under Arch Street leading to a tunnel to Camden for PRR local trains.

March 7, 1929 Banker Paul Warburg warns of stock market collapse and depression unless speculative activities are curtailed.

March 29, 1929 (PRR) Pres. Atterbury meets with Pres. Hoover at the White House to discuss the business situation; Atterbury issues statement touting future of aviation; "I have never seen such uniformly good times as exist today in the populous and industrial territory traversed by the Pennsylvania Railroad ..."

March, 1934 George Gibbs, and Baldwin-Westinghouse have settled on a steplecab design for the proposed GG1 electric locomotive; Westinghouse designer Donald R. Dohner (1892-1943) has created six plaster design models with varying degrees of streamlining, one of which contains all the elements of the eventual GG1 shape, including a smooth body that would have to be welded.

March 5, 1939 Philadelphia Chapter of NRHS runs "Hi-Line" excursion of 7 cars and an H9 2-8-0; runs over tracks in Washington and Delaware Avenues, plus Newtown Square Branch.

March 20, 1939 Mechanical Engineer Warren R. Elsey comments on Raymond Loewy's proposed PRR double-deck sleeping cars; 28 roomette version on two levels is too cramped and too heavy for 4-wheel trucks; 18 roomette is less cramped but also less economical than a Pullman 12-5 duplex, which carries 22 passengers.

March 17, 1944 PRR inaugurates No. 458 The Sailor, a coach-only day train from Cape Charles to New York with connection by steamboat Elisha Lee from Norfolk; meals by coach lunch attendants.

March 15, 1949 Broadway Limited re-equipped; Raymond Loewy's design is more subdued than the 1938 train, with plain plastic laminates instead of exotic wood veneers and metal foils; two trainsets and diesels cost \$4.6 million; includes restored telephone service between New York and Harrisburg; features observation lounge cars Mountain View and Tower View with master room and shower; like all postwar PRR observations, these are flat end, instead of tear-drop like on the Twentieth Century Limited.

March 18, 1954 City of Philadelphia completes purchase of site of old Broad Street Station head house between Broad and 15th Streets from PRR.

March 9, 1959 PRR announces it will rent 2,000 hoppers and buy an additional 2,000 under a new American Car & Foundry car-leasing plan financed by J.P. Morgan & Co.

March, 1964 PRR announces \$1.1 million improvement project at Enola Yard.

March 12, 1969 Penn Central runs a six-car Westinghouse "Metroliner" up to 160 MPH on the test track.

March 15, 1974 Penn Central has 8,475 miles under slow orders, vs. 6,286 miles in 1973; almost 5,000 miles are main line track.

**Delaware Lackawanna and Western in the 1950's –
a G scale model railroad set at the Liberty Science Center**

By Steve Ferrell

During the summer of 2022, the Liberty Science Center announces an exhibit of the Delaware Lackawanna and Western Railroad during the 1950's, modeled in G scale. Called the "Great Train Set", it is a donation from John H. and Regina K. Scully. Scully and his team worked with the Science Center to make some updates and improvements and give the set a new home. Many of our riders are modelers and several expressed an interest in doing a "Ride with Me Steve" trip to the Museum.

Our group was made up of ten riders, who boarded Amtrak's Keystone train #600 (Harrisburg-New York service) at various points: Lancaster, Parkesburg, Downingtown, Exton and Philadelphia. We arrived at Newark and walked across the platform to the PATH (Port Authority Trans-Hudson Railroad) boarding track. Soon a train pulled in and we boarded. Fifteen minutes later we got off at Exchange place, a bustling station underneath the former location of Pennsylvania Railroads Jersey City terminal (the former destination of train riders to New York City prior to the opening of Penn Station in 1908).

Taking the steps plus a long elevator to street level, we walked two blocks west to one of our favorite eateries: The City Diner. A very upscale eatery with a delicious take on diner food. We all enjoyed our breakfasts or lunch sandwiches. They prepare their own home-made corned beef hash with two gigantic eggs on top. Several riders chose this and all meals were quite filling.

We walked eastward a block to the Hudson-Bergen Light Rail station and caught a south-bound train to Liberty State Park station. It was a short walk to the Science Center. It should be noted that Liberty State Park is on the spit of land that used to be the yard and terminal of the Central Railroad of New Jersey. Communipaw Terminal has been restored and still stands along with the Bush Train Sheds. However, the tracks are now gone. There is a marina and the former terminal houses a National Park office with ferry service to the Statue of Liberty and Ellis Island.

Arriving at the Science Center, we checked in and went right up to the DLW model railroad display. A few of our group model trains in G scale and most of us spent 45 minutes or more in this exhibit alone. Some who weren't modelers went to see the Planetarium show at extra cost.

The Model Railroad is 1700 square feet and includes five trains operating along 425 feet of track and 132 detailed model buildings- the model of Hoboken Terminal is amazingly accurate. They even have an operating scale model of a drive-in movie theater! Many of the features activate when visitors push a button to start the operation.



Group at the City Diner- Photo by a waitress using Randy Lennon's phone

Above photos of DLW Model railroad set by Bill Cole

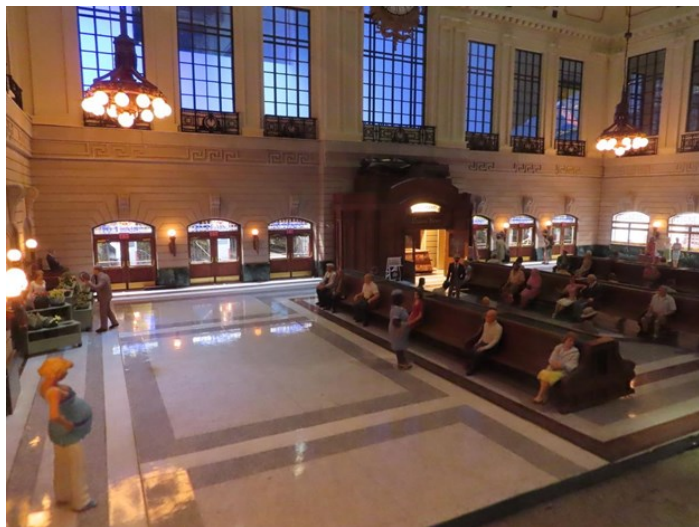
**Delaware Lackawanna and Western in the 1950's –
a G scale model railroad set at the Liberty Science Center (continued)**



DLW Model railroad set by Bill Cole



Above photos of the Model Railroad set by Jim Donohue



Picture of model railroad's Hoboken Terminal passenger waiting room- photo by Eric Dervinis



Actual Hoboken Terminal (the model was quite accurate) – Photo by John Smith

**Delaware Lackawanna and Western in the 1950's –
a G scale model railroad set at the Liberty Science Center (continued)**

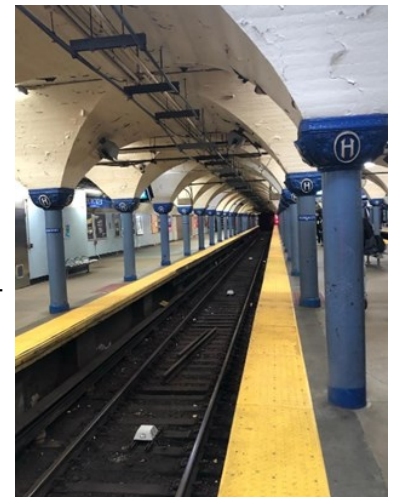
We spent an hour after looking at other exhibits and then walked back the Hudson-Bergen Line station and boarded a train for Hoboken. Here, a newer rider took a look into the passenger concourse and admitted that the model of it was spot on accurate! We walked down the steps to the PATH and used our Metro Cards to go through the turnstiles. We boarded the train bound for 33rd Street in Manhattan.

Arriving at 33rd street, we proceeded to 31st street across from Madison Square Gardens and our favorite restaurant in the area: Tracks. For years, Tracks was located in the Long Island Railroad Concourse in Penn Station. That area is being extensively renovated and all the business were removed from the concourse. Tracks soon reopened at their current location. They have a railroad theme with wall decorations and locomotive themed placemats. This is a very popular raw bar with great entrees and sandwiches and many varieties of beer and mixed drinks. Many riders enjoyed the raw-bar or appetizers. Some had their famous ½ pound burgers. All enjoyed good beer or drinks.

Leaving tracks, we walked the half-block to Moynihan Hall to catch our return train. Some riders enjoyed great ice cream at the new kiosk next to the Amtrak waiting room area. At 620pm, we boarded our Amtrak Keystone Service #655 to return home. The trip was smooth and on time. Along the way we chatted about the trip and possible future excursions and agreed that this was another fun trip!



Left: Our Hudson-Bergen Line train arriving to take us to Hoboken – Photo by Doug Henry



Right: Waiting for our 33rd St. bound Path train at Hoboken- Photo by John Smith



The Group at the Science Center (photo by a nice museum employee using Randy Lennon's phone)



Map of our trip – courtesy of Todd Sestero of Railfan Guides.

Outdoor Restoration Yard Crew at the Railroad Museum of Pennsylvania By Steve Ferrell

On April 2nd, 2022, the Restoration yard crew continued its monthly activities at the Museum. This talented crew has been operating weekends for the last four and a half years (with a year interruption during the pandemic) doing needed cleaning, sanding and painting projects on our pieces out in the yard. They also work during the winter season or during bad weather days indoors within Rolling Stock Hall, cleaning and maintaining our equipment on display.

This weekend, the temperature was hovering at or below 45 degrees, so the scheduled painting project was out of the question. The crew leaders decided to scrape and wire brush the frame of the E60 in preparation for painting the trucks and frame. Three group members worked in Rolling Stock Hall using the lift to clean and dust the tops of the equipment on display.

The yard crew averages 10-15 members and welcomes new recruits with painting and suitable mechanical skills. One does not have to be a high-level technician to join in, just able to operate safely within this environment. This may be an opportunity for younger people who still are in the work force but able to work weekends to volunteer at the museum, as the group operates one Saturday each month. The group is led by Wayne Laepple and Bill Cluley and supervised by our Restoration Curator, Alan Martin. People interested in joining the crew should first contact our Volunteer Coordinator, Elizabeth Myers at: 717-687-8628 extension 3009 or email her at programs@rrmuseumpa.org. She can assist you with your application to volunteer and start the process moving forward. It should be noted that you do not have to be a member of the Friends to volunteer at the Museum.



Left to right: Clyde Carr, Doug Henry, Jim Rose, Chuck Coxson



Rich Dvorsky, Ed Meznora

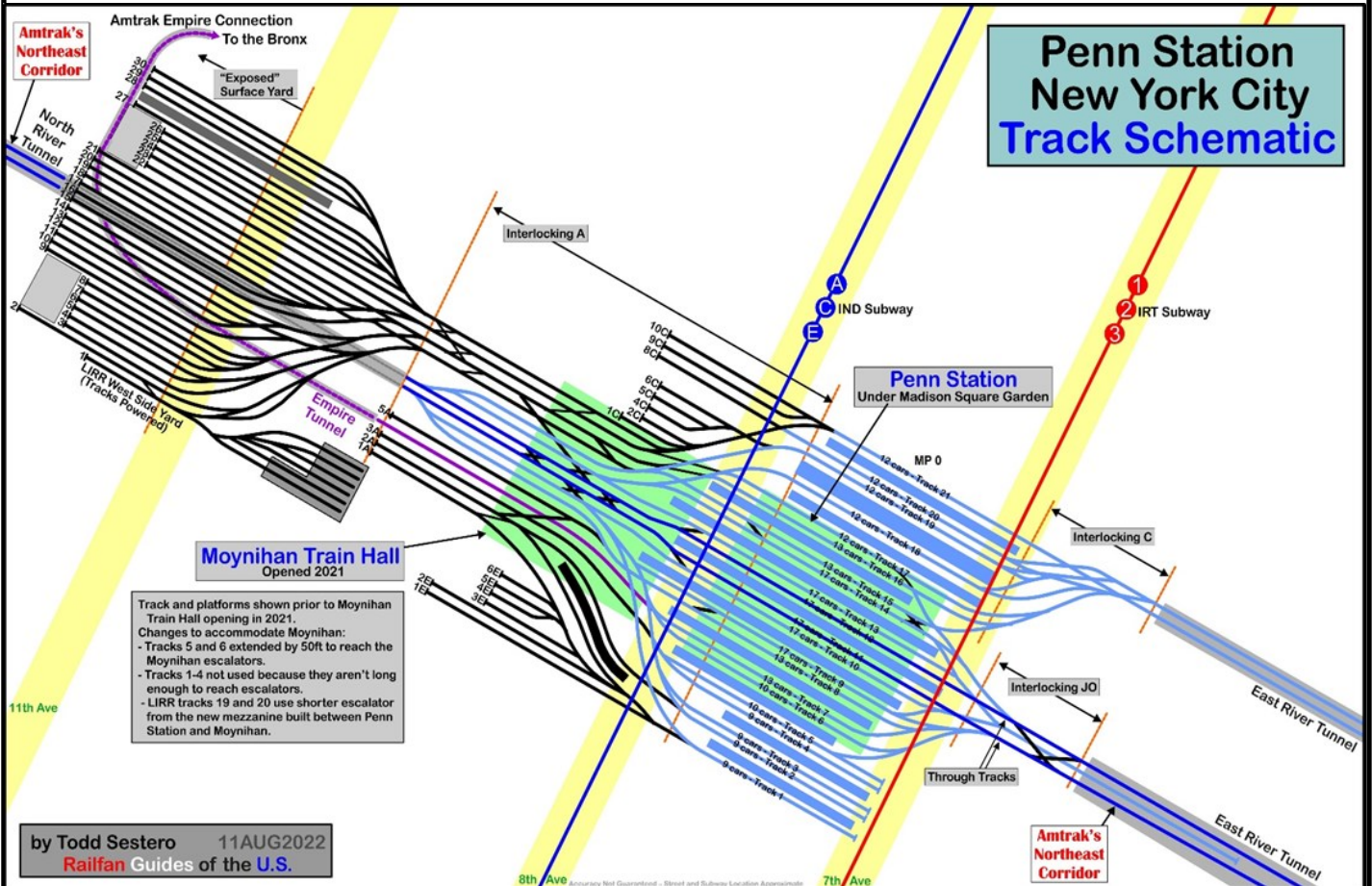


From Left, Jim Cleveland, Bill Cluley, Paul O'Leary working inside

**Under Penn Station
By Steve Ferrell,**

Based on a map drawn for this article by Todd Sestero of Railfan Guides.us

Recently, I found a map hosted on the Railfan Guides website operated by Todd Sestero. It showed in detail the tracks, platforms and tunnels under Penn Station. Todd couldn't guarantee the ownership of the map for copywrite purposes, so he agreed to draw



me a new map for this article.

Map by Todd Sestero of the tracks and platforms under NY Penn Station.

Jim Donohue, the co-editor of the Lancaster Dispatcher and I traveled recently through Penn Station on a trip. He asked me how the Empire Service Trains (we took one to Poughkeepsie previously) moved over from track 7 to the north side of the tracks. By looking over the diagram, I found that the Empire Service trains actually enter the Empire tunnel right after exiting the yard and the tunnel curves to the north under the Long Island Railroad yard and over the Hudson River Tunnels used for the Northeast Corridor services of New Jersey Transit and Amtrak. Currently Amtrak uses GE P32ACDM Genesis Dual Power to exit Penn Station in the electric mode, switching later to Diesel-Electric power. These locomotives comply with underground Manhattan rules restricting the use of diesel locomotives underground.

A few other items to point out is the extensive yard for the Long Island Railroad that we do not see coming into Penn Station exiting from the Hudson River Tunnels. Interestingly, the map shows the length of the platforms by number of cars they can accommodate. This explains why the long Florida and New Orleans bound trains need to use tracks 9-14.

Under Penn Station (continued)

Transit. New Jersey Transit services utilize their separate concourse in the old Penn Station complex and not Moynihan Hall.

The Seventh and Eighth Avenue subway lines run north and south over these tracks, with the Eight Avenue subway running between the Moynihan and Penn Station buildings and the Seventh Avenue line running a little to the east of the platforms under the original Penn Station.

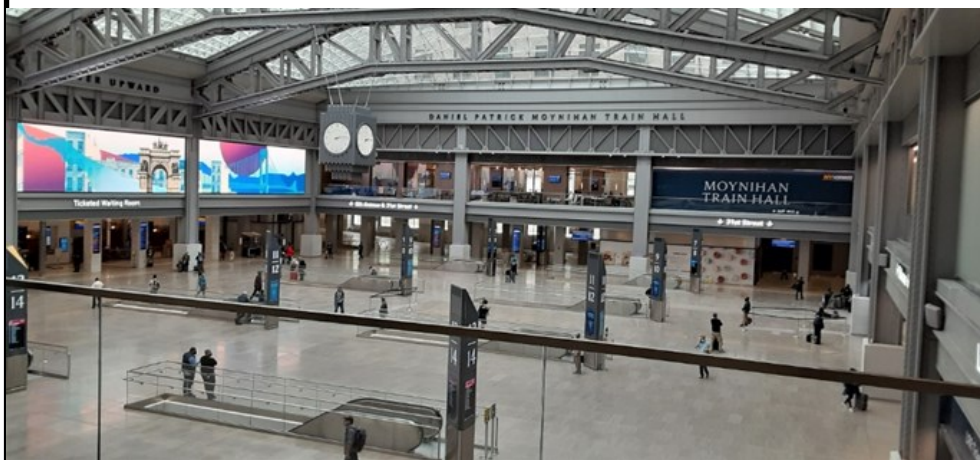
Usually, the Long Island Railroad trains arrive and depart from tracks 17-21. These tracks can be reached from Moynihan Hall, the main concourse of Penn Station plus Long Island Railroad's separate concourse. This is located on the north side of the connector hallway between Penn Station and Seventh Avenue. This facility (historically very congested) is now being extensively remodeled with a wider concourse replacing the former tunnel shaped area.



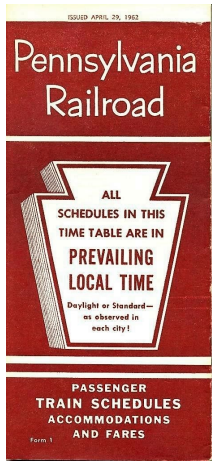
From the MTA Railroads Map of Subways and Long Island Railroad



Photo of the passenger concourse and gates of the original Penn Station from the early 1960's. Used with permission of the Railroad Museum of Pennsylvania. (from the Ira Silverman slide collection)



Moynihan Hall – Photo by author



**Time Table 3-23
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 is 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 Saturdays and Sundays
only. Daily after March 26th.



Reading Blue Mountain & Northern
Reading Outer Station:
3501 Pottsville Pike
Reading, PA 19605
www.rbmnr-passenger.com

610-562-2102

No scheduled excursions in March.



Everett Railroad
244 Loop Road
Hollidaysburg, PA 16648
<https://evertrailroad.com>
814-696-3877
Steam-powered excursions on
March 18th and 19th.



Stewartstown Railroad
21 W. Pennsylvania Ave.
Stewartstown, PA 17363

717-746-8123

<https://stewartstownrailroadco.com>

Easter Egg Hunt specials, March 25th and 26th.



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com
610-756-6469
Regular train rides resume in April



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wvrr.com
302-998-1930
St. Patrick's Day Brews on Board,
March 17th.



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-998-1930
Service resumes in May



Colebrookdale Railroad
64 S. Washington Street
Boyertown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Operating weekends in March, ex-
cept March 11th



The Stourbridge Line
812 Main Street
Honesdale PA 18431
<https://www.thestourbridgeline.net>
570-470-2697
Service resumes in April



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Service not yet available for 2023 at
this time.



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

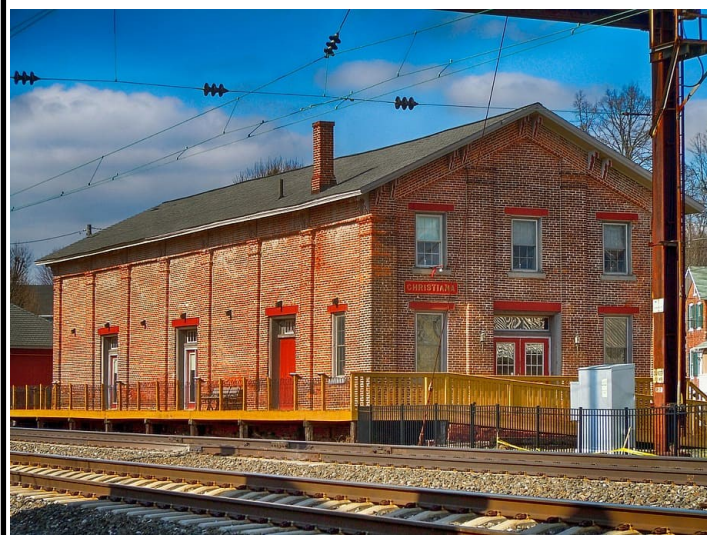
MARCH 19, 2023 - SUNDAY, 3:00 PM—5:00 PM - CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE
(BOARD MEETING AT 2:00 PM)

SAVE THE DATES!

CHAPTER MEETING DATES, 2023

March 19th	Chapter Meeting	3rd Sunday	3:00 PM
April	Chapter Meeting	3rd Monday	7:30 PM
May	Chapter Meeting	3rd Monday	7:30 PM
June	Chapter Meeting	3rd Monday	7:30 PM
July	Chapter Meeting	3rd Monday	7:30 PM
August	Strasburg Train Ride and Chapter Meeting	3rd Sunday	3:00 PM
September	Annual Picnic	3rd Sunday	
October	Chapter Meeting	3rd Monday	7:30 PM
November	Annual Banquet	Friday before Thanksgiving	
December	Annual Christmas Party	3rd Monday	7:30 PM

Chapter Donation from Paul Bozarth: 515 railroad magazines, 176 NRHS Bulletins, 1 timetable, 3 calendars, 7 railroad books



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CHAPTER MEMBERSHIP MEETING
LANCASTER CHAPTER, INC., N.R.H.S.
MARCH 19, 2023 - SUNDAY, 3:00 PM
(BOARD MEETING AT 2:00 PM)
CHAPTER MEETING
CHRISTIANA FREIGHT HOUSE
10 RAILROAD AVENUE

LANCASTER CHAPTER, INC.
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