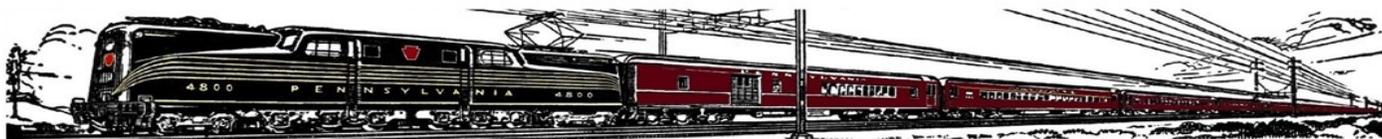


LANCASTER DISPATCHER

1935-2024



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Photography

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Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

The new Amtrak Acela trainsets have finally cleared a computer-modeling hurdle that had stalled testing. The trains have been cleared by the Federal Railroad Administration to begin test runs between Washington D.C. and Boston. Amtrak announced construction on the new \$10 million Brattleboro, Vermont station which is set to begin in March 2024. This will include the first high-level platform in Vermont and will serve passengers on the Vermonter train. A ribbon cutting on January 29th, for a new platform constructed at Baltimore's Penn station as part of the \$150 million overall station re-development.

On January 19th, Amtrak kicked off construction at Philadelphia's 30th Street Station. Riders traveling through the station have reported that the entire south concourse food court area is walled off and the restaurants such as Jersey Mikes and Wendy's are no longer open. Concessions kiosks for Dunkin' Donuts, Hudson News and Pret-A-Manger will be installed in the station's main concourse.

In other Amtrak news, they announced on February 6th that they awarded the contract to build the New Frederick Douglass Tunnel in Baltimore that will resolve a serious bottleneck in the northeast corridor between Washington DC and New York.

SEPTA is facing a 240-million-dollar deficit during the next fiscal year. The transit authority is looking for ways to trim the budget, including up to 20% of cuts in service and significant fare hikes.

SEPTA has received a \$317 million grant from the Federal Transit Administration's Rail Vehicle Replacement grant program. The funds will be used to purchase approximately 200 new railcars for the Market-Frankford subway-elevated line.

January 10th - The New York subway system was hit by a second derailment in a week. No injuries were reported when an F line train derailed in Brooklyn. This incident followed the January 4th collision and derailment of two trains on the 1,2,3 line on Manhattan's West Side near 96th Street. The earlier incident caused 24 passengers to be injured. The cause of the January 4th collision was determined to be a loss of radio communication with the flagger in one train that was out of service and being moved by a supervisor. This is reported by the National Transportation Safety board.

The New York City Transit's first R211T open-gangway subway cars entered service on February 2nd. These Kawasaki-built trains have accordion type connections between cars to allow passengers to walk from one car to another, rather than doorways. These are the first open gangway cars to operate in the modern history of U.S. Subways. The Department of Transportation has awarded Brightline West \$2.5 billion in private activity bonds that will allow groundbreaking for the high-speed rail link between Southern California and Las Vegas. This is in addition to previous grants of \$1 billion in 2020, \$3 billion this December. In June the Department of Transportation awarded the San Bernardino County Transportation Authority \$25 million to construct stations along the line in Hesperia and Victor Valley.





Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

From Dan Cupper in Trains Newswire: On Sponsored by the Lehigh Valley Chapter of the NRHS and the Railroad Historians of Lehigh Valley, Reading and Northern will operate a rare mileage trip that will operate over part of the former Reading Company's onetime route of the King Coal and Williamsporter passenger trains. Made up of Budd RDC-3 No. 9166 and RDC-1's Nos. 9167-9168 the train will follow Reading and Northern's main line from Port Clinton, PA via Tamaqua, PA, then east to Mahanoy Junction. There, it will divert onto the Mahanoy and Shamokin Branch to Mt. Carmel and to a railroad operating point known as NORA, the end of R&N ownership. The trip is scheduled for April 20th. Tickets are \$119 and include a box lunch. For more information: email: www.lehighlines.org.

Tickets went on sale February 15th for the Reading and Northern's three summer 2024 Iron Horse Rambles excursions. These trips will feature one of the T-1, 4-8-4 steam locomotives that was used on the famous Iron Horse Rambles operated by the Reading Company from 1959-1963. Saturday May 25th's trip is from Reading Outer Station to Jim Thorpe. On June 22nd, the trip will run from Reading and Northern's Nesquehoning Campus to Tunkhannock, PA for the 43rd annual Founder's Day. On Saturday, August 17th, they will operate from Nesquehoning to Pittston, PA for the annual Tomato Festival.

Also from Dan Cupper in Trains Newswire: Cruise-ship passengers will soon be riding Conway Scenic Railroad's Trains over its Mountain Division through picturesque Crawford Notch in New Hampshire's 6,000-foot-high White Mountains. Service is expected to start in July. The railroad will offer this as a tour shore tour option for cruise ships docking at Portland Maine. The railroad has geared up by purchasing a tour-bus company to handle ground shuttles from the port to the Railroad and by beefing up its passenger car fleet.

Western Maryland Scenic Railroad has begun a funding campaign to bring both its steam locomotives back to operation. Number 1309 (a 2-6-6-2) is sidelined because it needs its pistons and rods replaced. They plan to bring their 2-8-0, number 734 up to operational condition.

The Western Maryland Scenic Railroad has signed a lease to acquire the Georges Creek Railway, a dormant short line in Maryland's Allegany County. The railroad has plans for both passenger and potential freight service.

From Dan Cupper in Trains Newswire: The East Broad Top Foundation has announced additional behind-the-scenes tours for 2024. The three additions are a 3-hour intensive tour of their shops, a 2-hour tour of the roundhouse plus a 1-hour tour of their archives (housed in the two-story office and their passenger station).

The Monongahela Incline reopened February 10th after passing state inspection for functionality and safety. The 154-year-old funicular was closed on January 2nd after failure of the electrical and mechanical systems that slowed the cars as they neared the station. The closure occurred 10 months after an \$8.2 million renovation project was completed.



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

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

March 18, 1915 First test runs of MP54 electric MU cars between Overbrook and Bryn Mawr.

March 28, 1920 The Quaker and The Pittsburgh Express (southbound) and The New England Express and New Haven Express (northbound) inaugurated between Philadelphia and Boston, doubling the number of through trains by the Hell Gate Bridge Route; Boston-Pittsburgh sleepers re-introduced.

March 4, 1925 Record run between Washington and New York, 3:40, by International News Reel Company extra consisting of baggage car and Pullman carrying films of President Coolidge's inauguration; film is developed en route and shown in Broadway theaters at 4:12; Pathé and Fox send their films by plane, but they have to be developed after arrival.

March 5, 1930 Golden Spike ceremony held at 41st Street, Chicago, marking completion of installation of 130-lb. rail in New York-Chicago main line; guests include Kirby Jackson, who was the engineer of the first PFW&C train out of Chicago in December 1858.

March 4, 1935 VP C.D. Young for PRR engages exclusive railroad services of industrial designer Raymond Loewy for \$20,000 per year plus expenses; Loewy is to design for no other railroad or railroad equipment manufacturers without PRR's consent and PRR is to have use of all Loewy's railroad designs; PRR not to employ another designer; Loewy's first big assignments are to streamline a K4s and work on the New York-Chicago Unit Train.

March 26, 1945 S2 6-8-6 steam turbine locomotive placed in revenue service between Chicago and Crestline; normally running east on The Trail Blazer and west on The Admiral.

March 13, 1950 PRR inaugurates new sleeping car between Harrisburg and Erie on Southern Express/Northern Express No. 580-581.

March 16, 1950 Trenton-Phillipsburg passenger train restored.

March 14, 1955 PRR announces it has leased an IBM 705 "giant brain" main-frame computer, the largest computer yet ordered by any US railroad, for billings and tickets; delivered and in service circa June 1955; rented at \$30,000 per month; PRR also buys an IBM 650 for \$3,750.

March 30, 1955 First LIRR RDC begins operating four round trips between Babylon and Southampton in experimental East Ender service; first three round trips carry total of only 37 people; BRT local threatens a strike over operation without a brakeman.

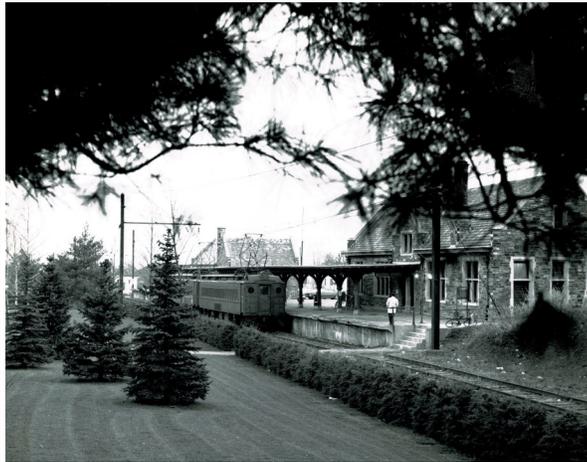
March 23 1960 PRR Board authorizes lease of 66 Class E44 electric freight locomotives from GE in return for surplus material worth \$500,000.

March 15, 1965 First three PATH cars, Nos. 600, 100 & 601, hit 74 MPH in high-speed tests on LIRR four-track main line between "WIN" Tower in Winfield and Jamaica; train is towed by GG1's between "HUDSON" and "HAROLD" Towers through Penn Station on Mar. 14 and 16.

March 6, 1970 Experimental push-pull train made from 6 dead MP54 MU cars makes its first test run from Philadelphia to Paoli and return behind GG1 No. 4882; over the objections of some officials, the return trip is made in "push" mode; two more tests are made pushing to Bryn Mawr and returning in "pull" mode, including one running express; the last tests are pushing to Paoli and returning express to Bryn Mawr, then pushing express back to Paoli.

From the Camera (and Collection) of Fred Schneider III...

Princeton and Princeton Junction



The Princeton "Dinky" at Princeton station.
April 18, 1970



Princeton station at night.. Photo credit: Jim Shaugnessy, collection of Fred Schneider III.



PC Princeton Shuttle at Jct. Conductor converses with Nassau Tower operator April 18, 1970



PC Princeton Junction EB Local and Dinky in the background. May 3, 1969



PRR Princeton Dinky Penns Neck 1959
Photo credit: John J. Bowman Jr.



PRR Princeton Dinky en route in February, 1959.
Photo credit: John J. Bowman Jr.

From the Camera (and Collection) of Fred Schneider III...

Classic Pennsylvania Railroad Electric Locomotives



PRR DD1 23 at Manhattan Transfer in 1932.
Photo credit: F.J. Goldsmith, Jr. Collection of Fred Schneider III



PRR L6 at Sunnyside Yard, January, 1932
Photo credit: F.J. Goldsmith, Jr. Collection of Fred Schneider III



PRR P5A at Thorndale PA 1950



PRR P5A Columbia PA September 23, 1957



PRR FF2 Columbia PA July 10, 1957



PRR R-1 4899 for Broadway Ltd. Undated.
Photo credit: William C. Janssen.
Collection of Fred Schneider III

From the Camera (and Collection) of Fred Schneider III...

Classic Pennsylvania Railroad Electric Locomotives



PRR E3B + E2C Claymont DE on May 19, 1956



PRR P-5 (modified) EB west of Lancaster in 1940
Photo credit: James P. Shuman, collection of Fred Schneider



PRR EB P5A caboose hop A&S Branch Atglen in the summer of 1955



PRR P5A WB Stock Extra Columbia, January, 1958



Left: PRR FF2 # 7 Pushing EB at Columbia on A&S branch, July, 1957

Right: PRR P5a WB Rosemont PA, June 26, 1955



Pennsylvania Railroad Freight Train # 85 - Enola to Hagerstown



PRR Freight Train Schedules, 1960
CV-85
Enola to Hagerstown

DAILY

Enola (Day) Lv. 11.59 AM
Hagerstown Ar. 3.30 PM

ENOLA -

Protect connections from Trains as shown:

From East and South - P-9, P-5, B-9, TH-1, P-7, B-1, ET-1, EC-5, PG-11, EM-1, PR-9, P-17, P-21, P-1, P-19, PR-3 and PE-3 of previous day; LCL-5 and Runner crew 11-c Lv. Harrisburg with TrucTrain cars from Harrisburg and Phila. off LCL-9, South Kearny off TT-3 and P-3 of same day.

From West and North - CE-2, CG-2, BF-4, FW-8, EC-2, S-83, M-16, M-10, W-2, HW-2 previous day; EC-6, BF-14, YE-3, NW-88, S-81 and PG-6 of same day.

Consist - All freight for Hagerstown and beyond.

Makeup - Indiscriminate.

HAGERSTOWN -

Protect connection to N&W Train 1st 51 departing 9.00 p.m. (trailers for Roanoke and Winston-Salem) and 2nd 51, departing 10.00 p.m. (trailers for Bristol).

Photo: PRR Hager Tower, Hagerstown, MD in 1957. Note switch controls in foreground. Photo credit: Fred Schneider III.

Lurking around Linden, looking for Kielbasa

By Steve Ferrell

Pictures courtesy of Eric Dervinis, John Smith and Randy Lennon

Our group wanted to do a trip to Linden New Jersey and try some classic Eastern European kielbasa, pierogies and other meats and treats at Pulaski Meats. After which we would have lunch at the Eastern European Delicatessen, Linden Bagel and Deli.

Seven riders met at around 845am at 30th Street Station, to be joined by our eighth and final member at 9am. At Trenton station, we had a five-minute transfer to the New Jersey Transit New York bound train. We just made it, with doors closing as our last rider boarded! This was our third train of the morning and we had a bi-level coach with clean windows!

When we arrived at Linden the group headed to Pulaski Meats, just two blocks away. At the store, the counter servers gave us samples of the kielbasa and many were impressed with the shinlowa kielbasa, which contains small chunks of ham in it. Many also purchased packages of their incredible homemade pierogies. I purchased some of their great liverwurst and then some mortadella and the most amazing pastrami ever!



Above, our train from Trenton heads on to Manhattan after dropping us off in Linden.

Below, the Ride with Me Steve crew poses for a kind-hearted passerby who gladly took our group photo.



Left: Coming up from Philadelphia, we pass our Trenton-to-Linden train, waiting in the Morrisville, PA yard.



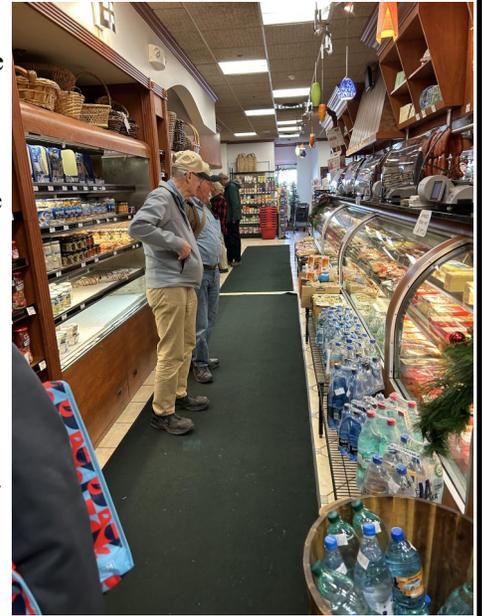
Left, the famous "Trenton Makes, The World Takes" sign over the Delaware River.



Lurking around Linden, looking for Kielbasa

Next, we moved on to Linden Bagel and Deli and looked over their extended menu. In the past, I have had their subs, which were long house made hoagie rolls overstuffed with meat and cheese. They are mostly known for their Bagels, so we all ordered bagels with different ingredients. Three of us had traditional spread with cream cheese and we noticed how these bagels were larger than any other bagels we ever had. They were perfectly toasted and were great. One member had a BLT on a bagel and another had a cheesesteak on a bagel.

The group walked back to the Linden train station to rail fan on the platform. We saw two Acela's, two Amtrak Northeast Corridor trains, one Keystone train and two New Jersey transit trains in a little over twenty minutes. We got a great picture of the two Northeast Corridor trains meeting at 125 mph on the two center two tracks. (the corridor is six tracks at this location!!). Soon our train to Trenton arrived and we were headed home with lots of treats in our freezer bags.



Above, difficult choices being made.

Below: among the reasons for the difficult choices.



Left. Awaiting entry into the upper level of 30th Street Station.



"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

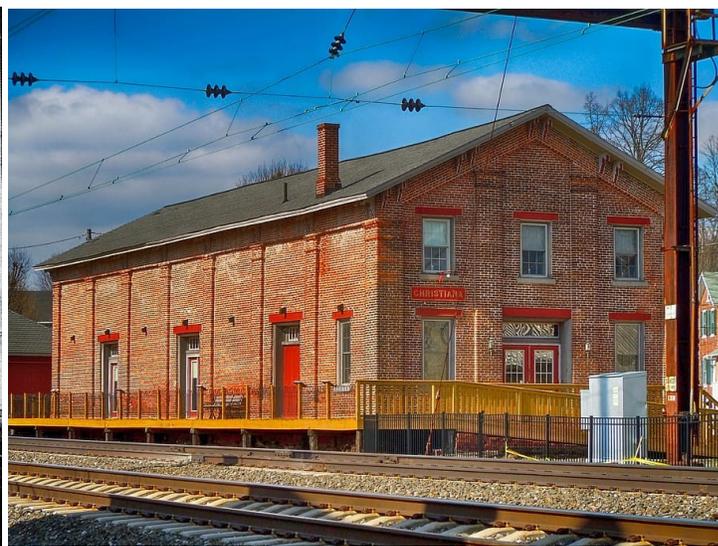
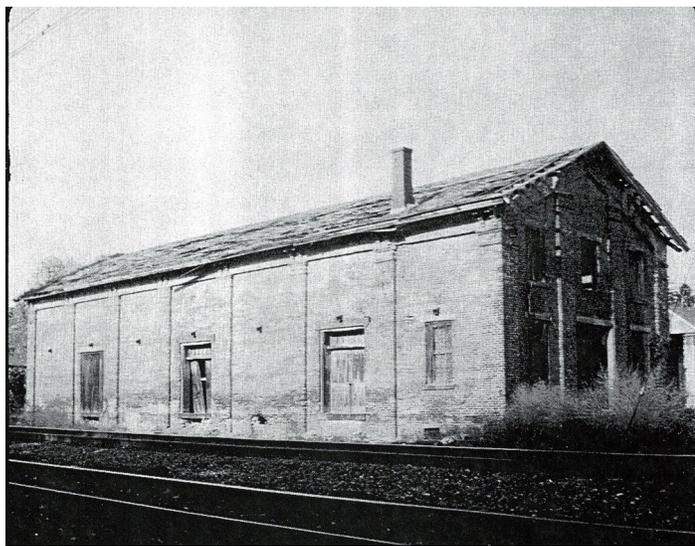
MARCH 17, 2024 - SUNDAY, 3:00 PM CHAPTER MEETING AT CHRISTIANA FREIGHT HOUSE
10 RAILROAD AVENUE, CHRISTIANA, PA 17509

2024 Meeting Schedule

March 17th, Sunday, 3:00 PM, Chapter Meeting at Christiana Freight House
April 15th, Monday, 7:30 PM, Chapter Meeting at Christiana Freight House
May 20th, Monday, 7:30 PM, Chapter Meeting at Christiana Freight House
June 17th, Monday, 7:30 PM, Chapter Meeting at Christiana Freight House
July 15th, Monday, 7:30 PM, Chapter Meeting at Christiana Freight House
August 18th, Sunday, 3:00 PM, Strasburg Railroad Train Ride and Chapter Meeting
September 15th, Sunday, 3:00 PM, Annual Picnic Christiana Freight House
October 21st, Monday, 7:30 PM, Chapter Meeting at Christiana Freight House
November 22nd, Friday, 6:00 PM, Annual Banquet at Strasburg Railroad Hall
December 16th, Monday, 7:30 PM, Annual Christmas Party at Christiana Freight House

In appreciation....

To Glenn Kendig, Steve Himpsl and so many others who have restored and cared for our freight house throughout the years. Pictured below, left, what the Chapter was given and right, what it looks like today. We are so grateful to all the volunteers who have maintained our building.



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NEXT CHAPTER MEETING

LANCASTER CHAPTER, INC., N.R.H.S.
MARCH 17, 2024 - SUNDAY, 3:00 PM
CHAPTER MEETING
CHRISTIANA FREIGHT HOUSE
10 RAILROAD AVENUE
CHRISTIANA, PA 17509

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