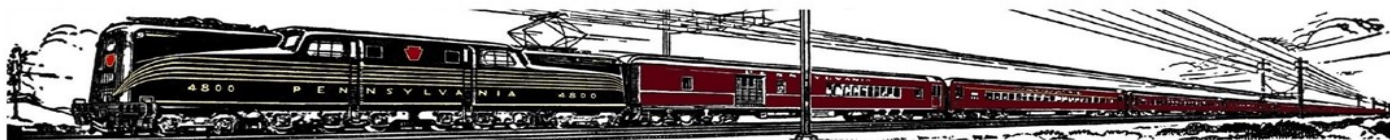


LANCASTER DISPATCHER

1935-2024



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 57 NUMBER 7

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

JULY 2024



“All aboard!” The Penn Central *Penn Texas* in Harrisburg.
Photo by Fred Schneider, taken on March 28, 1970.



Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

The suspension of Amtrak's Adirondack service is likely to continue into September. It had been slated to return June 30th. The train continues to operate between New York City and Saratoga Springs. Amtrak and Canadian National have reached an agreement on track work during this period.

Amtrak has reinvented the Café Acela menu. New light and fresh meals provide a more premium and sustainable experience onboard. Some new items include: For lunch or dinner Mediterranean salad, peppered turkey sandwich and chicken and mozzarella pesto sandwich. Breakfast includes egg frittata and pastries from local bakeries in New York City, Boston and Washington D.C.

Our Dispatcher editor and I were aboard the Amtrak Cascades service from Seattle to Vancouver on May 31st. The route was incredibly scenic with views of the Puget Sound (some from inches away on a cliff) and the Olympic mountains to the West and the Cascade Range to the East and North. Twenty minutes outside the station in Vancouver our train was delayed for three hours due to a Palestinian protest on the tracks just outside the station. The train staff kept us happy and gave us emergency snack packs. Finally, the tracks were cleared and we had a bonus: We saw the delayed (from departing the station) Canadian pass us heading eastbound with its glorious restored Budd coaches and dome cars!

From Dan Cupper: The Friends of the East Broad top has reached \$1 million dollars in donations since 2020. Both the Friends group and the owners, the EBT foundation are non-profit groups and as such can accept and solicit donations and grants.

From Dan Cupper: A rail themed artists' workshop is scheduled at the Station Inn Bed and Breakfast from August 23rd to August 25th. Open to artists of all levels, the event will combine working experiences with discussion of approach, style, composition, form, lighting and perspective. Those attending will visit the Railroaders Memorial Museum and the Everett Railroad to sketch or paint both indoor or outdoor subjects of their choice. Noted rail artist J. Craig Thorpe will lead the workshop. Artists can get further information at the Station Inn at 814-886-4757.

Norfolk Southern reached a \$310 Million settlement with the EPA and the Justice department over the hazardous East Palestine derailment. The settlement includes \$15 million fine for hazardous material civil penalty. This comes two days after a federal judge approved the railroad's \$600 million class action settlement with East Palestine residents.

On Saturday, July 20th, 2024, the Reading Blue Mountain and Northern Railroad will operate an all-day train excursion to Ashland, PA. The round-trip train ride will take passengers to the annual Pioneer Day festival. Travelers will get to enjoy this community event featuring food, vendors, crafters and live entertainment. The train will depart from Outer Station, then stop at Port Clinton and finally Tamaqua Station. Customers can purchase tickets for the Pioneer Mine Tours and Train Rides at extra cost.

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

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

July, 1915 Mutual Beneficial Association publishes first issue of monthly Mutual Magazine; edited by Norbert F. Dougherty with assistance of PRR Publicity Bureau; serves as both an employee magazine and publicity to PRR patrons; motto is "Let us reason together".

July 10, 1920 PRR bestows special keystone-shaped medals on all 27,128 employees who have served in armed forces during war, including 610 to next of kin of those killed; medals are presented simultaneously around system by department heads.

July 20, 1925 Westbound Duquesne Express and eastbound Manhattan Limited begin running through between Manhattan Transfer and Pittsburgh without an engine change; practice to be expanded to 32 main line trains.

July, 1930 LIRR operates 30,854 regular passenger trains for the month, plus 2,551 extras and 527 express and milk trains, or an average of 1,100 passenger trains a day.

July 11, 1935 Senate begins hearings on new Railroad Retirement Bill introduced by Sen. Robert F. Wagner of New York; by lowering retirement age to 65 will force older men to retire, making jobs for younger men.

July 30, 1940 PRR orders two T1 4-4-4-4 duplex passenger locomotives from Baldwin Locomotive Works; modification of a Baldwin design; shorter and more practical than the S1; are designed to haul eleven 80-ton cars at 100 MPH on level tangent track; to run Harrisburg to Chicago with only one stop for coal at Millbrook, Ohio, with a tender containing 41 tons of coal and 19,500 gallons of water.

July, 1945 Dining Car Dept. reports on almost two years of experiments to test Raymond Loewy's idea of prefabricated meals for dining cars; finds prefab breakfasts impractical; dehydrated food in its current state is unappetizing and will remind ex-servicemen of army rations; thermos containers have to travel one way empty and are subject to breakage and bacteria growth; pre-cooked frozen food offers the best option but the company should also continue experimenting with canned foods; future dining cars will still need conventional kitchens and some fresh ingredients.

July 21, 1945 During the week ending this date, PRR sets new record for troop movements, 125,000 men in 179 trains, totaling 2,700 cars.

July 28, 1950 PRR places first of 40 modernized diner-lounge cars in service on *The Steeler*.

July 21, 1955 LIRR stages excursion to mark 50th anniversary of first electric run of July 26, 1905; persons who made original run are invited along with local dignitaries; train with a surviving MP38 and four MP72 new cars leaves Flatbush Avenue at 11:35 AM; at Jamaica, old MP38 is officially retired by having a big red X painted across car number; guests then transfer to first of new air conditioned MU's for trip to Garden City and return to Brooklyn.

July 28, 1960 ICC rules that the women-only cars run by the Hudson & Manhattan Railroad during rush hours since 1958 do not constitute an illegal discrimination against men.

July 1, 1965 PRR makes first commuter subsidy contract with State of New Jersey; in lieu of continuing cash subsidy, state is to provide 80 new MU cars (later called "Jersey Arrows"); if all 80 delivered by June 30, 1970, PRR is obligated to operate service through June 30, 1977; legislators were furious that PRR was raising its dividend at the same time as pleading poverty, and PRR signs to avoid prospect of losing all subsidies; only 35 of the cars are delivered in 1969.

July 9, 1970 Penn Central Transportation Company Board holds its last meeting; authorizes additional \$2.24 million stock of PW&B and \$1.46 million stock of United New Jersey to pay for Northeast Corridor upgrade.

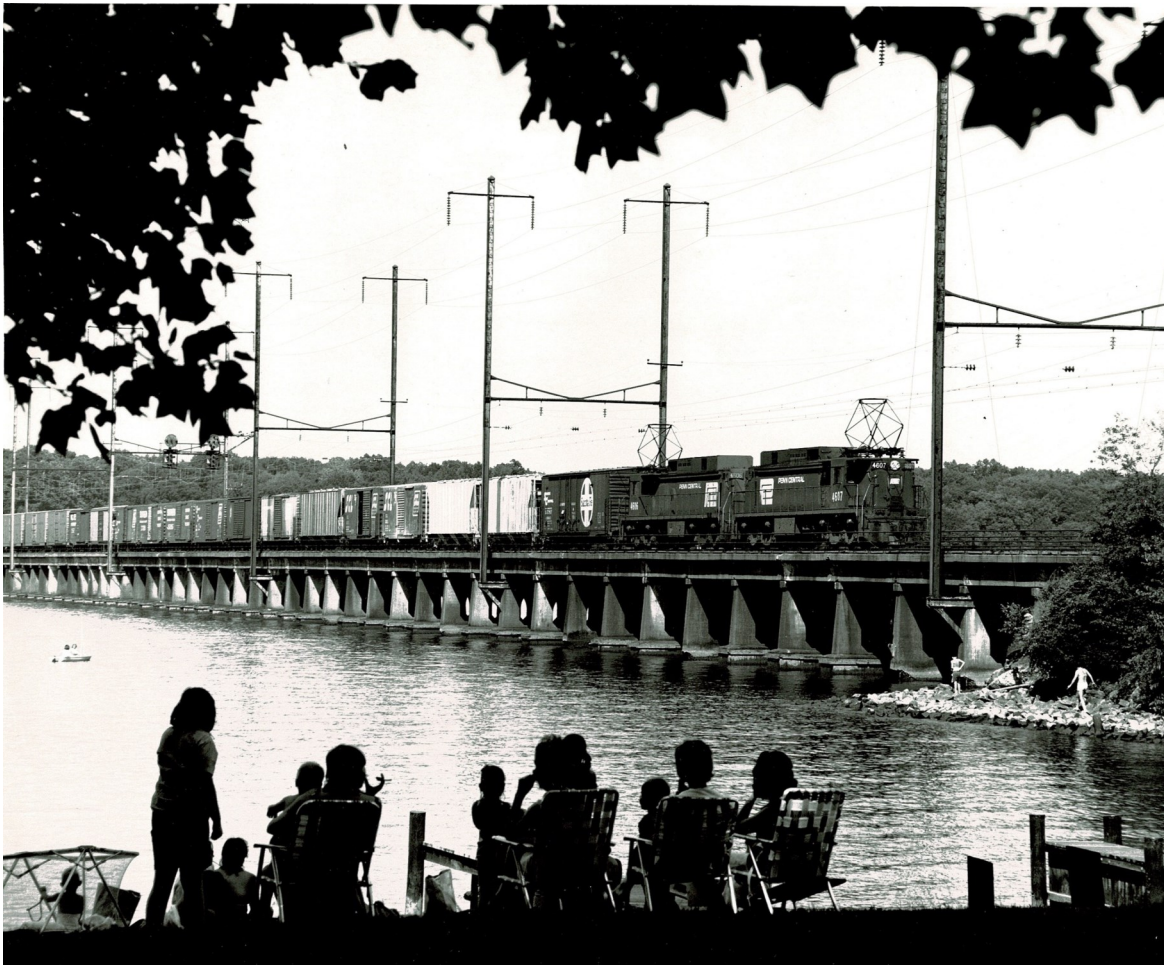
**Photos of Fred Schneider III
Bush River, Maryland Crossing**



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117



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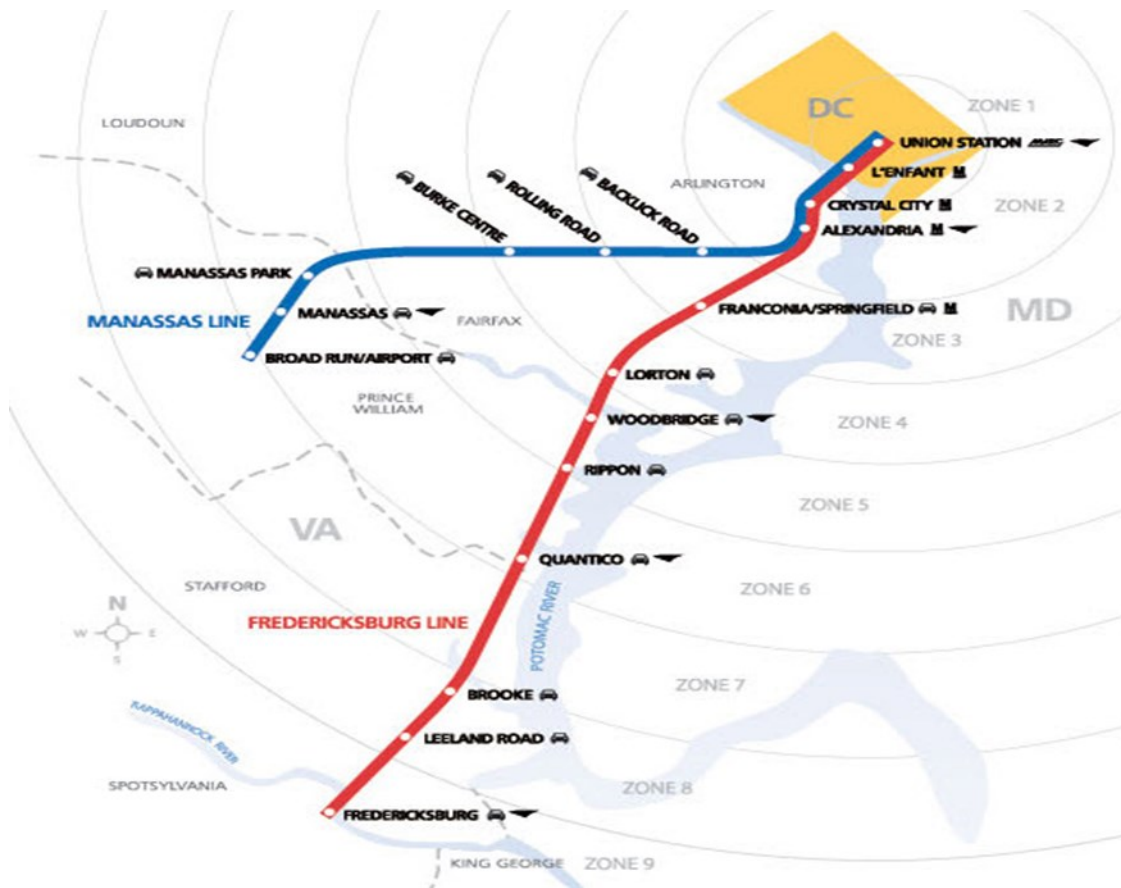
To Fredericksburg Virginia for Fantastic Food
Another "Ride with Me Steve" adventure
 By Steve Ferrell

It was raining lightly early in the morning as riders boarded the SEPTA Paoli-Thorndale line at various points. After arriving at Philadelphia's 30th Street station we met two other riders coming in from other SEPTA lines. We now had our whole group together.

We boarded our Amtrak train #141 (operating from Springfield, MA to Norfolk, VA) 25 minutes late using red cap service so our group of older travelers could board and sit in the same car. Indeed, this was a good choice as all cars were full.

We travelled south, stopping at Wilmington, Delaware and Baltimore, MD. Along the way we had nice views of the Delaware river north of Wilmington. At Baltimore, we observed a lot of construction, part of an extensive renovation and addition to the station. Leaving Baltimore, we traveled quickly to BWI airport, our next station. We stopped at New Carrollton for the Washington DC Northeastern suburbs and then arrived at Washington's Union Station. Here we paused to change from an electric locomotive to a diesel-electric powered engine.

It took twenty minutes to switch engines and soon we departed, now off of the Northeast Corridor and on CSX freight trackage. The tracks were smooth and the ride was nice, however after departing the Northeast Corridor, our speed was significantly slower. After departing our next station, Alexandria (now in Virginia, our fourth state), we noticed a mountain to the right. Since there were no mountains on the map of this area, we surmised this was a very large land-fill!



VRE Map of the Route from Washington

**To Fredericksburg Virginia for Fantastic Food
(continued)**

Stopping at Lorton we observed Amtrak's Auto Train loading cars for their trip to Florida. Before stopping at Woodbridge, we crossed a bridge over the Occoquan River and viewed many boats at the Fairfax Yacht Club. From Woodbridge onward we would have great views of The Belmont Bay, Occoquan Bay and the Potomac River and its many scenic inlets and tributaries. We stopped at Quantico and saw the Marine Corps Base and Officer Candidates School buildings.

Leaving Quantico, we crossed the wide Aquia Creek and traveled inland for a while and soon the line crossed the Rappahannock River and stopped at Fredericksburg Station, about 35 minutes late. We detrained and went down the stairs and under the tracks and arrived at the Alpine Chef.



**Water View from train near Quantico, Virginia
photo from Flickr, posted by Steve Brown**



**Above: The Alpine Chef and The Fredericksburg Railroad Station
Service both Amtrak and Virginia Railway Express
Photo by Randy Lennon**

Upon arrival at the restaurant, our large group were greeted by our waitress who had a table ready for all seventeen of us. Soon she brought rolls and took our drink orders. The drinks arrived and many of us enjoyed fantastic German beers. After taking our orders our waitress announced that each of the many side dishes would be served to the entire group family style! That would be a lot of food.

To Fredericksburg Virginia for Fantastic Food (continued)

Our food and sides arrived in a timely fashion and our meals were very large portions. A couple of people had the “Taste of Germany” combination and a few more had the one of the various schnitzel platters. Two people had the German sausage platter. Some of the others had various entrees such as great steak and seafood dishes. The “Forelle”, which is incredibly fresh rainbow trout with sautéed almonds and lemon was deemed fantastic by several riders.



Left: The Group at Fredericksburg, just arrived! Photo by Dan Murray



Above: The group at the Alpine Chef – Picture by Doug Henry

After enjoying our meals, we noticed it was close to our return train’s arrival from Norfolk at Fredericksburg. So, we walked up to the station and noticed the signboard had it listed as 15 minutes late. No problem, but shortly it was marked as a half an hour late and then an hour late. We got explanation texts from Amtrak on our cell phones that this was due to equipment problems south of our station.

An hour late, the train (Amtrak # 138) pulled into Fredericksburg! We now could relax, but worried about making our SEPTA connections in Philadelphia. Many riders were able to get seats together and some opted for traveling in the café car having drinks, snacks and desserts while enjoying the view. Water views were very picturesque on the way back as the sky cleared and later, we viewed a beautiful sunset. Incredibly, we made up time during the ride so that we were only about 35 minutes late! We all were able to make decent connections in Philadelphia.

It was a long day for the group, but we all agreed it was a fun and successful trip! We also agreed that we would love to return to Fredericksburg for an overnight trip and enjoy the town and the Alpine Chef (and maybe another restaurant nearby) at a later date.



Waiting for our one-hour late train at Fredericksburg. Photo by author

The Little Belt Railway of Paris

The Petite Ceinture railway de Paris is a 19 mile long railway line located in the hypercenter of the Île-de-France region and running all the way around Paris inside the ring formed by the ringroad.”

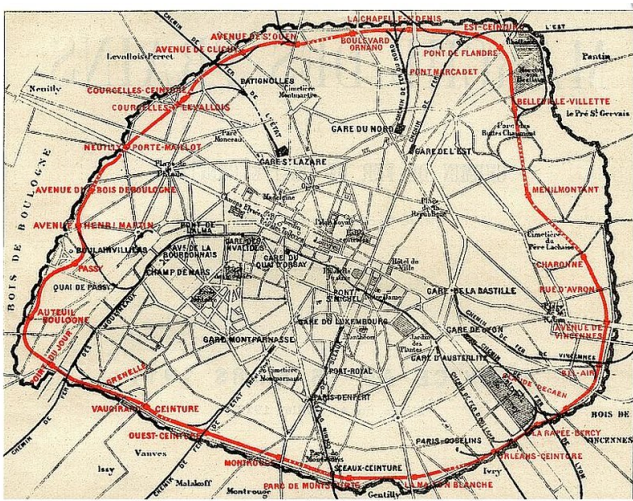
It was created in 1852 to connect Parisian stations to each other. First designed for the passage of freight trains, it experienced significant passenger traffic between 1862 and 1934. Until 1993, it saw a large number of junction trains pass, as well as express trains crossing France.

From the second half of the 19th century to the dawn of the new millenium, the Petite Ceinture railway line wasn't built in one day. In an effort to avoid blocking traffic (like the La Petite Ceinture Rive Droite did), it was built below ground level for most of its length, an endeavor that required the construction of 14 bridges across its entrenched path.

France's first passenger line is open in 1837, between the Embarcadère de l'Europe to the small city of Le Pecq. During the 1840s, the number of railways grew dramatically. But they're not connected to a central station (and still aren't to this very day).

Therefore, the Petite Ceinture is created around Paris, following a circular path, as to facilitate transit of freight between the main lines. It was also designed to carry troops and soldiers, since it runs within the former fortifications, which were built a couple of decades earlier. Only later did it start to carry passengers.

Its importance rose regularly, helped by the Universal Exhibition which occurred in Paris every 11 years. The passenger service reached its apogee in 1900, where it carried a grand total of 39 million passengers.



Map of the Paris Petite Ceinture railway line in 1918



The abandoned line today with tracks intact.

Today the railway right-of-way is a unique 19-mile belt of neglected green space in the very centre of the French capital. It is sparking debate among environmentalists and entrepreneurs around the future direction of development in the city. A little known wasteland nearly 20 miles long, the Petite Ceinture (“little belt”) is an urban phenomenon: an abandoned railway built more than 150 years ago in the center of Paris. At a time when cities everywhere are struggling for space, the future of this expanse of land, precious in its biodiversity as well as its prime location, is a contentious issue. Foxes and various other wildlife use the railway as a passage to get from one place to the other in Paris.

The line is also dotted with entry points to the Paris catacombs, so it is not unusual for the bucolic peace and quiet to be disturbed by “les cataphiles”, as the city’s urban explorers are known, rising from the depths of the city’s underbelly through secret passageways.

Floating up above and diving deep below the French capital, the Petite Ceinture still boasts 17 stations (there were originally 29). Building started in 1851 and passenger and freight steam trains circulated on the railway from 1862 until it was forced into decline by the development of the Paris Métro and the widespread use of motor vehicles. By 1934, passenger trains were a thing of the past, and in 1993 the railway was completely abandoned.

Source: <https://www.paris.fr/lieux/>

Pennsylvania Railroad's Versatile P70 By Steve Ferrell

For a family vacation to the New York World's Fair 1964, we rode in a consist of MP54's from Swarthmore station to 30th Street and soon boarded a New York Bound Pennsylvania Railroad consist, led by a GG1! We sat in a comfortable and well maintained P70 coach. I literally sank into the plush push-back seats. After departing the station, the conductor came to punch our tickets and made nice small talk with all the children on board – many also going to the World's Fair. Then came a snack cart being wheeled down the aisle, and we purchased peanut butter and jelly sandwiches and chocolate milk. This was my first experience on a long-distance train and I loved it!

With the finishing of the New Penn Station in Manhattan in 1908, the Pennsylvania Railroad (PRR) needed an all steel coach for safe operations within the Hudson River tunnels. Existing wooden coaches could telescope and not safely absorb a collision within the tunnel.

The first P70 was outshopped in 1907. Construction of these coaches continued through 1929, with rebuilding continuing into the 1960's. At that time, even the newer models of the P70 were 35 years old or more! We could compare this to the current Amfleet coaches on Amtrak which are still comfortable, but are indeed also around 50 years old.

The original P70's had 88 seats, but were altered in 1926 to seat 80. They were called P-70's as the passenger compartment (less vestibule space) measured 70 feet and the P stood for "Passenger Coach". After 1933, many of the units had air conditioning installed, using ice. Starting in 1937 with a test and continuing in 1940, mechanical air conditioning was added to many units.

Newer coaches of this type started operating on the PRR in 1939 and in increasing numbers in 1946. These units replaced the P70's on premier trains in the system.

I checked with many rail experts and they agree that it was probably a P70 that my family rode on the way to the 1964 World's Fair. I do remember the soft plush reclining seats and the air conditioning plus a very smooth ride. Altogether this was a great first intercity ride for this budding railfan.



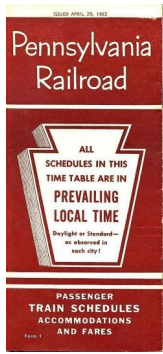
Older P70 – Image courtesy of the Railroad Museum of Pennsylvania



A consist of P-70 coaches behind a GG1 – image courtesy of the Railroad Museum of Pennsylvania



**PRR P70 # 1008 is preserved at the Railroad Museum of Pennsylvania.
Photo credit: Jim Donohue**



**Time Table 7-24
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.rbmnr-passenger.com
610-562-2102

Excursions to Jim Thorpe on Saturday's
and Sunday's in July



Everett Railroad
244 Pullman Drive
Hollidaysburg, PA 16648
https://everettrailroad.com 814-696-3877
Train Rides July 6th and 7th; all Wednesdays



Stewartstown Railroad
21 W. Pennsylvania Ave.
Stewartstown, PA 17363
717-746-4998

https://stewartstownrailroadco.com
Operating July 6th, 20th 22nd, and 27th



Wanamaker, Kempton & Southern
42 Community Center Dr,
Kempton, PA 19529
www.kemptontrain.com 610-756-6469
Regular Train Ride on July 7th, 14th,
21st and 28



570-778-7531

Allentown & Auburn
232 Railroad Street
Kutztown, PA 19530

https://allentownandauburnrr.com/



West Chester Railway
230 E. Market Street
West Chester, PA 19380
www.wcrailroad.com
Train rides all Sundays in July



Wilmington & Western Railroad
2201 Newport Gap Pike,
Wilmington, DE 19808
www.wwrr.com
302-998-1930
Regular Train Rides Saturdays and
Sundays in July



East Broad Top Railroad
421 Meadow Street
Rockhill Furnace, PA 17249
info@eastbroadtop.com
814-447-3285
Operating all Wednesdays thru Sun-
days in July. Diesel-powered only.



Colebrookdale Railroad
64 S. Washington Street
Boyetown, PA 19512
www.colebrookdalerrailroad.com
610-367-0200
Special event rides on July 4th, 5th,
6th, 7th, 20th and 21st



The Stourbridge Line
812 Main Street
Honesdale PA 18431
www.thestourbridgeline.net
570-470-2697
Excursion trips Wednesdays, Satur-
days and Sundays in July



New Hope Railroad
32 West Bridge Street
New Hope, PA 18938
www.newhoperailroad.com
215-862-2332
Operating all Fridays, Saturdays and
Sunday's in July



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



Northern Central Railway
117 N. Front Street
New Freedom, PA 17349
717-942-2370
www.northerncentralrailway.com
Operating Fridays, Saturdays and Sun-
days in July



Middletown & Hummelstown
136 Brown Street
Middletown, PA 17057
https://www.mhrrailroad.com/
Saturdays and Sundays in July

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

JULY 21, 2024 — SUNDAY, 2:30 PM WILMINGTON AND WESTERN TRAIN RIDE, WILMINGTON, DE
 AUGUST 18, 2024—SUNDAY 5:00 PM CHAPTER MEETING AND TRAIN RIDE AT STRASBURG RAILROAD
 TICKETS ARE \$ 10.00.

SEPTEMBER 14, 2024 — SATURDAY, 9 AM—5PM CHRISTIANA HERITAGE DAY: TRAIN RIDES AND MORE!
 SEPTEMBER 22, 2024 — SUNDAY BOARD MEETING 2:00 PM; PICNIC 3:00 PM

CHAPTER MEETING MINUTES

The meeting was opened at 7:50 PM by Tom Shenk. 18 members were present.

Richard Rutledge presented the financial report.

Glenn Kendig spoke about the gutters that need to be replaced simultaneously with the roof. One consideration is a metal awning to direct water over the deck. Both projects need to be completed before cold weather commences.

The current estimate for the roof is approximately \$ 20,000.00.

Richard Rutledge reported that the current roof fund (from member contributions) is \$ 6,380.00.

Steve Himpstl reported Chapter income of \$ 281.25 from sales of railroad memorabilia. Steve also noted that two seats in the caboose need replacement.

Tom Shenk thanked the Chapter members who participated in the clean-up and work day at the freight house.

A motion to approve the May meeting minutes was made by 'Smoke' Shaak and seconded by Glenn Kendig. It was approved unanimously.

The August 18th Annual Chapter Train Ride and monthly meeting on the Strasburg Railroad is now set for Sunday, August 18th. We will be riding the 5:00 PM train. Tickets will be \$ 10.00 this year. No advanced reservations are necessary.

On Saturday, September 14th, Christiana will hold it's annual Heritage Day. As the railroad played a major role in it's history, the Chapter will play a major role as host. There will be food trucks, miniature train rides, Amtrak's Operation Lifesaver, speeder rail cars, wagon rides and more. Chapter members are urged to attend and participate in welcoming friends and neighbor in the community. 14 members signed up at the meeting.

On Sunday, September 22nd, the Chapter will hold it's annual picnic. The Board will meet at 2:00 PM and the picnic will begin at 3:00 PM. Chicken will be served.

The meeting was closed at 8:22 PM.

Submitted by Jim Donohue for Tom Fluck.

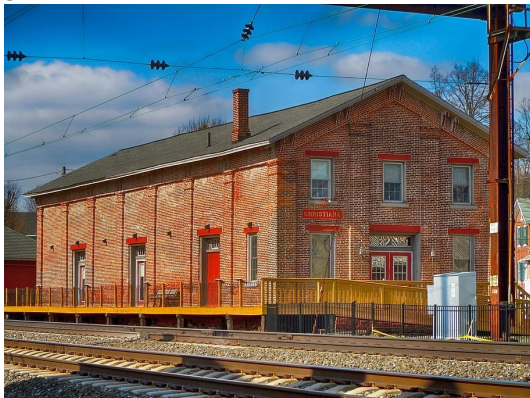
ROOF REPLACEMENT FUND DONATIONS

Thank you to our June contributors!

Francis Cannon, Doris Depew and Kevin Hale

A special Thank You to Steve Himpstl
 for cleaning up our caboose. It looks
 better than new!

Please send your check (made out to Lancaster Chapter, NRHS, marked "Roof Replacement Fund") to: Mr. Richard Rutledge, 2935 Woodshead Terrace York, PA 17403-9752



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NEXT CHAPTER MEETING

**LANCASTER CHAPTER, INC., N.R.H.S.
AUGUST 18, 2024 - SUNDAY, 5:00 PM
CHAPTER MEETING AND TRAIN RIDE
STRASBURG RAILROAD
STRASBURG, PA**

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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