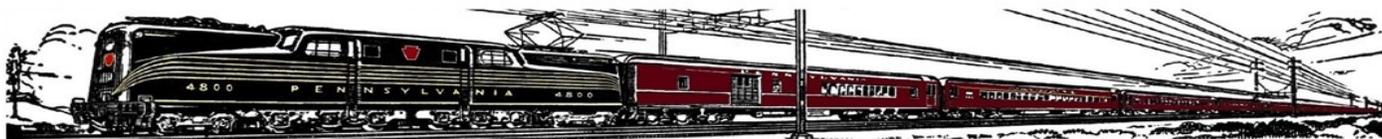


LANCASTER DISPATCHER

1935-2024



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 57 NUMBER 9

DISTRICT 2—CHAPTER WEBSITE: WWW.NRHS1.ORG

SEPTEMBER 2024



Water replenishment on PRR steam locomotive at Camden NJ on October 1, 1955.
Fred Schneider III photo.



Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

Amtrak is seeking \$300 million in grants for work on the Northeast Corridor within New Jersey. The grant will include \$187 million for replacing bridges that date back to 1907.

Out of service (for years) HPP8 electric locomotives are being seen occasionally as cab cars on the Amtrak Keystone service. The current cab cars are former Metroliner cars that are over 50 years old and need to be retired soon.

Manheim Township and Lancaster City have agreed to partner up to reimagine the Lancaster Amtrak Station neighborhood. The plan is an effort to spur revitalization of the area around the train station and promote an evolution into a walkable transit-oriented neighborhood. Design renderings of the plan can be found at: [lancastercountypa.gov/planning](https://www.lancastercountypa.gov/planning)

SEPTA is eliminating the free parking at Regional Rail Stations this fall. The Paoli-Thorndale line will roll out the new \$2 per day fee station by station during the month of October.

The SEPTA Board of Directors have awarded the contract for the New Market-Frankford Subway-Elevated line to Hitachi Rail STS USA, Inc. Under the contract, the commuter agency in Philadelphia, PA will receive 200 railcars with an option to order 40 additional cars. Delivery is set to begin in 2029 and continue through 2031.

New Jersey Transit (NJT) has ordered 36 new Multi-level EMU (Electric Multiple-Unit) railcars from Alstom. This brings to 174 the number of these new railcars ordered since 2018. These new cars will replace the Arrow III cars that were built over 40 years ago. The cars have a top speed of 110 mph.

For fans of riding in luxury railcars, the United Railroad Historical Society of New Jersey (URHS) has added a third car for their Hudson River excursions. Headquartered in Boonton, NJ, the URHS added the former New York Central sleeper-buffet-lounge Swift Stream to their two existing cars operated by the Hudson River Rail Excursions. It joins the former 20th Century Limited observation car Hickory Creek and the and Number 43 (a tavern lounge car) on the Hudson River Rail excursions beginning in October.

From Dan Cupper: The East Broad Top Railroad reopened two long dormant main line grade crossings. This project is a major step in the extension of their operable trackage. Both grade crossings lie along the railroads “March to Saltillo”, a project to reopen the first nine miles south of the road’s headquarters at Rockhill Furnace.

Also from Dan Cupper: East Broad Top’s Number 3 steam locomotive has left Pennsylvania for its new home in Alabama. The railroad’s last remaining standard-gauge 0-6-0 switcher, a 1923 Baldwin Locomotive Works engine, left the grounds of the only place it called home for 101 years aboard a specialized heavy-haul low-boy trailer. The locomotive is destined for display at a park in Red Bay, Alabama.

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

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

September 11, 1915 Revenue service begins on suburban electrification between Philadelphia and Paoli; first MU train leaves Paoli 5:55 AM; leaves Philadelphia 7:45 AM; at first, only one three-car set of MP54 MU cars is operated, making four round trips daily; project costs \$4 million, including 93 MU cars.

September 26, 1920 Group of veterans leaves Broad Street Station in a box car attached to a PRR train to attend the American Legion convention in Cleveland; other box cars to be picked up in-route; commemorates the famous "40-8's" used to carry 40 men or 8 horses in France.

September 27, 1925 PRR bestows names on an additional 29 preference freights including The Trail Blazer, The Purple Emperor, The Vamp, The Home Run, The Crackerjack, The Choo-Cow, and The Dividend.

September 28, 1930 Upper level of 30th Street Station opens at 2:01 AM for all MU trains using Suburban Station and steam trains to Wilmington, Baltimore, and Washington from Broad Street Station; Suburban Station opens with seven of a projected 12 tracks (6-12) and four 1100-foot platforms for MU commuter trains only, serving 30,000 commuters and 325 trains daily; 135-lever "BROAD" Tower at Suburban Station placed in service, although it is located in a room off the Concourse without a view of the tracks; first train to leave Suburban Station is No. 5951 to Norristown at 5:45 AM; Paoli Local is first to arrive on Track No. 12 at 7:15 AM.

September 8, 1935 Electric MU service extended from Rahway to South Amboy Jct. with 7 round trips from Jersey City and 3 round trips on Sundays.

September 11, 1945 PRR still has 8,433 Mexican workers, mostly in Maintenance of Way, about equally divided among the three Regions; since 1943, the PRR has employed a total of 14,236 Mexicans, 10,828 in MofW.

September 21, 1945 PRR receives first road passenger diesels, two 2,000-HP General Motors E7A's No. 5900-5901, delivered at Indiana Harbor; temporarily assigned to Harrisburg-Altoona service as L&N has refused to use in pool service on The South Wind without a way to equalize the mileage; later assigned The Red Arrow between Harrisburg and Detroit; Detroit run chosen because GM executives ride train.

September 22, 1945 In week ending this date, PRR sets new record for troop movements, 141,000 men in 227 trains, totaling 3,500 cars; surpasses the record for July.

September, 1950 PRR takes delivery of the first Fairbanks-Morse CF16-4 "C Liner" 1,600 HP freight cab units in a 4,800 HP A-B-A configuration; 16 A units and 8 B units.

September, 1955 PRR begins using slogan "Don't Stand Me Still" on pay checks, freight cars and posters; claims if cars were kept rolling an extra 15 minutes a day, it would be the equivalent of 20,500 new cars; slogan is also sung to tune of "Don't Fence Me In" over public address systems at employee meetings, etc.

September 3, 1960 The Strasburg Railroad runs first excursions with a steam locomotive.

September 2, 1965 PRR orders 100 freight locomotives; 65 3,000-HP, 5 2,750-HP and 30 2,500-HP; 20 from GE, 15 from Alco and 65 from EMD.

September 12, 1970 Ross Rowland's High Iron Company runs 15-car steam excursion with ex-Nickel Plate 2-8-4 No. 759 between Harrisburg and Horseshoe Curve; second trip run on Sep. 13; Berkshire is able to climb the Eastern Slope without a helper, although slowed to 7 MPH around Horseshoe Curve.

September 10, 1975 Railroad Museum of Pennsylvania at Strasburg formally dedicated by Gov. Milton J. Shapp.

Photo Collection of Fred Schneider III



PRR Wawa station at rush hour in 1947. Oxford-Wawa gas car meets West Chester to Philadelphia local.
Photo credit: David H. Cope Collection of Fred Schneider III.



Left: PRR Princeton Junction in an undated photo.
Photo credit: Jim Shaugnessy, collection of Fred Schneider III.

Below: PRR 4800 on Colonial At Wash DC ca 1935. Photo credit: H.W. Pontin. Collection of Fred Schneider III.



Photo Collection of Fred Schneider III

All photos below were taken by Lancaster Chapter member John J. Bowman Jr.. He and Fred were very close and Fred developed most of John's photos.



Left photos: PRR Boy Scout Special at Norristown PA, July 20, 1957.



Far Left: PRR E2B WB at Downingtown, PA December 18, 1956

Left: PRR Passenger train at York PA on a Baltimore to Harrisburg run on August 15, 1964.



PRR P5a's Columbia EB on A&S branch on July 14, 1957.



SEPTA ex-RDG Blue MU's on a Fantrip on ex-PRR at Overbrook on June 5, 1988.

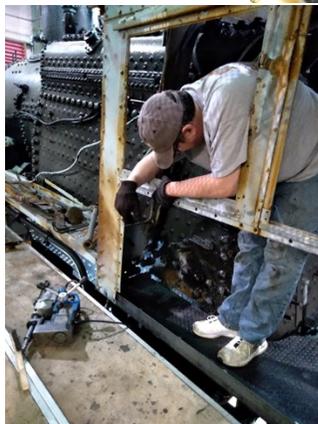
Outdoor Restoration Yard Crew at the Railroad Museum of Pennsylvania

Beginning April 27th, 2024, the “Outside Restoration Yard Crew” has been re-started at the Railroad Museum of Pennsylvania. This crew was started a couple of years prior to the COVID 19 closure by Wayne Laepple and Bill Cluley. Meeting monthly from April through October, this crew worked on cleanup and fixup projects in the yard and shop under the direction of Restoration Curator Alan Martin.

Unfortunately, Wayne Laepple passed away in July 2023, and Bill moved too far away from the museum and the crew activities each month ceased. Steve Ferrell and other concerned board members and volunteers had a vision to re-start this valuable project and soon had amassed 22 volunteers to make up the new crew, with about 16 returning volunteers from the old crew!

So far, we have met in April on the 27th and on May 18th. The crew is directed by Al Martin, the Museum’s Restoration Curator, with Paul O’Leary and David Martin as crew chiefs. Steve Ferrell does the organization and Joe Acri sponsors the lunch (usually Pizza) served to the crew each meeting. On May 18th, we experienced a rainy day and about 8 members were able to complete tasks inside the shop working on the B6 locomotive. (This is part of the ready for the roundhouse projects.)

If you have the skills (we do light repair, painting, pressure washing and more) and want to volunteer, contact Steve Ferrell at stfarrel@aol.com. You must register as a museum volunteer and get a few clearances to volunteer for the state to start. This is for safety and workman’s compensation concerns. Below are several pictures of the work crew in action.



One of my favorite train stations, Secaucus Junction

By Steve Ferrell

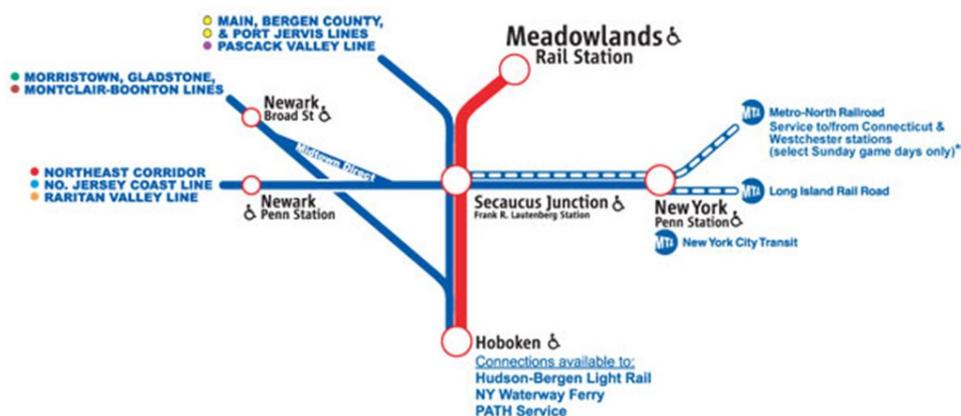
Opened in 2003, this is an incredibly busy station with an unusual layout. Secaucus is not truly a “Junction” as the tracks on the two levels do not join. The station was built as a transfer point to allow passengers to switch between nine of New Jersey Transit’s commuter lines. I love to transfer at this location as it is quite active with New Jersey Transit and Amtrak trains all day! It is worth a longer stop to railfan. Located in the New Jersey Meadowlands, west of Manhattan, Secaucus Junction has three levels.

Usually, I arrive on the middle level. For great railfanning, I often dwell on this level for about an hour as this is a very busy level and you cannot return here unless you get another ticket (there are ticket gates in the lobby for this level). The middle level serves many New Jersey Transit Lines: The Montclair-Boonton line, Gladstone and Morristown lines arrive after stopping at Newark Broad Street using the Midtown Direct or “Kearny” connection. The North Jersey Coast Line (formerly North Shore and Long Branch Line) and the Gladstone Line plus the extremely busy Northeast Corridor trains stop here. These are all very busy lines! There are two island and two side platforms. Amtrak and Acela trains don’t stop at Secaucus (except for special Meadowlands event trains) and normally use the center two tracks.

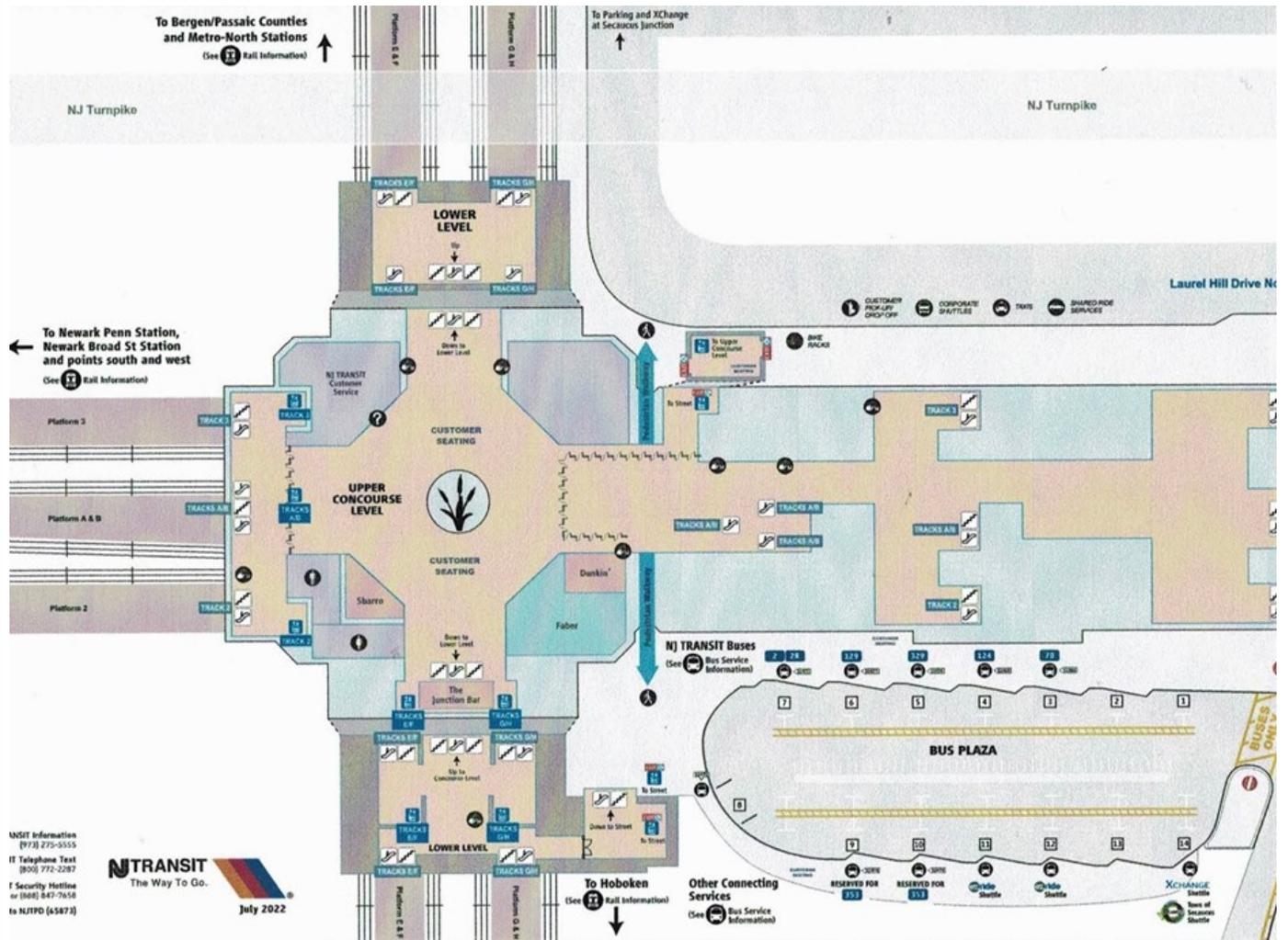
After watching trains for a while, I ride up the escalator to the upper-level passenger concourse. This level contains several retail outlets: A Faber news stand, a Dunkin’ (formerly Dunkin’ Donuts) and a Sbarro Pizza outlet. Both Dunkin’ and Sbarro offer many food choices and have ample seating. At this level there is a New Jersey Transit customer service window and ample self-service ticketing kiosks.

On the lower level, two island platforms serve the New Jersey Transit’s Main, Bergen, Pascack and Port Jervis lines. These lines are all served by push-pull diesel consists. These trains originate at Hoboken. There is a connection from the lower-level northbound platform to a large 14 gate bus plaza with Megabus, New Jersey Transit and other bus services stopping here. It is on this level that I usually depart Secaucus Junction by train for Hoboken Terminal, which is another great location for observing heavy and light rail and PATH subway operations, along with the NY Waterways ferries.

MEADOWLANDS RAIL SERVICE (Hoboken - Secaucus Jct. - Meadowlands)



One of my favorite train stations, Secaucus Junction (continued)



Above: Secaucus Station Directory



Above, Waiting for a train to Port Jervis on the Lower Level Platform



Above, Our large Port Jervis group gathering in the upper-level concourse

SECOND CHAPTER "AWAY" MEETING AND TRAIN RIDE

SUNDAY, OCTOBER 20th 2024

In lieu of a October formal meeting, the Lancaster NRHS Chapter invites our members to an excursion ride on the West Chester Railroad in Chester, PA.

Members will drive / carpool to the Railroad's Station in West Chester and meet at the train station. The station is just one hour, 20 minutes from Lancaster area via Rtes. 30, 322 or the Turnpike.

West Chester Railroad
230 East Market Street
West Chester, PA 19380

There is ample free parking at the station.



The schedule and fares are as follows:

2:00 pm Train Ride \$ 30.00 (90 Minutes)

Tom Shenk is arranging to purchase tickets. Please use this page as an order form and mail your request to Tom.

Member Name: _____

Guest Names: _____

Street Address: _____

State, Zip Code: _____

Number of Train Ride tickets requested: _____ @ \$30.00 = \$ _____

Total amount enclosed with order: \$ _____

Make check payable to: Lancaster Chapter, N.R.H.S.

Mail your ticket request and remittance to:

Mr. Tom Shenk
11 Marquis Court
Lititz, PA 17543

In order to make reservations for The West Chester Railroad excursion for the entire Chapter group, please reserve as early as possible.

**LANCASTER CHAPTER, INC., N.R.H.S.
 ANNUAL BANQUET
 FRIDAY EVENING, NOVEMBER 22, 2024
 DUTCH-WAY FAMILY RESTAURANT
 365 PA ROUTE 41, GAP, PA 17527**

JOIN US AT DUTCH-WAY FAMILY RESTAURANT FOR A WONDERFUL EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

5:30 PM - DOORS OPEN

6:00 PM - DINNER SERVED

FOLLOWING THE DINNER, ATTENDEES WILL DRIVE THE 4-MINUTE TRIP TO THE CHRISTIANA FREIGHT STATION FOR THE EVENINGS PROGRAM.

7:30 PM PROGRAM: DON FISHER—THE RAILROAD MUSEUM of LONG ISLAND

This year's Lancaster Chapter's Annual Banquet Speaker will be Don Fisher, President of the Railroad Museum of Long Island, located in Riverhead and Greenport, NY. A former firefighter and a school audiovisual coordinator, Don is a vibrant promoter of restoring his museum's G5 steam locomotive now mostly housed at Strasburg Railroad, with the idea of the locomotive eventually running at Strasburg.

THE ANNUAL BANQUET COST FOR 2024 IS \$30.00 PER PERSON

TICKETS ARE AVAILABLE AT THE OCTOBER CHAPTER MEETING OR YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE.

ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 6, 2024



NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

NO. OF SEATS _____ @ \$30.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

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

MAIL TO: LANCASTER CHAPTER, N.R.H.S. INFORMATION:

**C/O TOM SHENK
 11 MARQUIS COURT
 LITITZ, PA 17543**

CELL - 717-314-4448

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

SEPTEMBER 14, 2024 — SATURDAY, 9:00 PM—3:00 PM CHRISTIANA HERITAGE DAY AT THE FREIGHT HOUSE

**SEPTEMBER 15, 2024 - SUNDAY, 3:00 PM ANNUAL CHAPTER PICNIC AT CHRISTIANA FREIGHT HOUSE
10 RAILROAD AVENUE, CHRISTIANA, PA 17509**

**OCTOBER 20, 2024 - SUNDAY, 2:00 PM CHAPTER TRAIN RIDE ON THE WEST CHESTER RAILROAD.
TICKETS ARE \$ 30.00 PER PERSON.**

**CHAPTER MEETING - ANNUAL STRASBURG RAILROAD TRAIN RIDE
Sunday, August 18th, 2024**



Photo Credits: John V. Smith III

Welcome New Members!
Chuck Chalfant, Gap PA
Lucinda Logic, Christiana, PA
The Gilles Family: Jim, Carrie and Trevor

ROOF REPLACEMENT FUND DONATIONS
Thank you to our August contributors!
Loretta and Donald Steffy

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.
SEPTEMBER 15, 2024 - SUNDAY, 3:00 PM
ANNUAL CHAPTER PICNIC
CHRISTIANA FREIGHT HOUSE
10 RAILROAD AVENUE
CHRISTIANA, PA 17509

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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