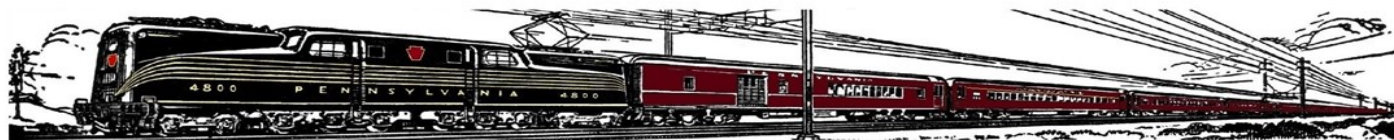


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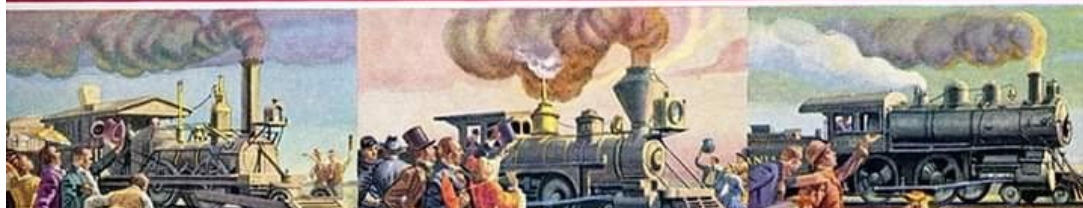
OCTOBER 2026



1846 1946
One Hundred Years

NINETY-NINTH ANNUAL REPORT FOR YEAR ENDED DEC. 31, 1945

THE PENNSYLVANIA RAILROAD COMPANY





Railway News Flash

By Steve Ferrell

Gathered from press releases and revised for this publication

OCTOBER, 2026

- Amtrak was awarded \$3 billion by the US Department of Transportation grants to purchase new rolling stock and to improve rolling stock throughout their network. The grant includes over \$2 million for fleet modernization and the acquisition of 43 new trainsets.
- Amtrak completed the first phase of the East River Tunnel Rehabilitation project and restored service the in Line 2 tunnel. Amtrak will begin working on the Line 1 tunnel this fall.
- The start of major construction of a new maintenance facility at Sunnyside Yard in Long Island City, NY, was announced by Amtrak. The project will service Amtrak's new Airo Trainsets among other improvements.
- From Dan Cupper at Trains.com: Amtrak's new second Pennsylvanian will begin operations between Penn Station in New York and Pittsburgh, PA in mid-November. The state of Pennsylvania has funded \$80 million of an estimated \$140-\$200 million in improvements that Norfolk Southern required to accommodate this additional passenger service on their high-density Pittsburgh Line.
- MTA's Long Island Railroad announced plans for infrastructure and service improvements to their Montauk Branch that includes the addition of a new year-round train. Also, two stations (Amagansett and Hampton Bays) will receive infrastructure improvements.
- SEPTA, (Southeastern Pennsylvania Transportation Authority) received a \$13 million-plus federal grant for replacement of its Silverliner IV railcars. A full replacement of the two hundred cars would cost \$2 billion!
- MARC, the commuter service in Maryland, will launch a new route with one-seat travel between its Montgomery County (in Maryland) stations on its Brunswick Line and Baltimore's Camden Station on the Camden Line. By eliminating the transfers north of Washington, DC, this direct rush-hour service will cut travel time by an hour each way.
- Pittsburgh Regional Transit system received an \$82.9 million federal grant to assist paying for new light rail vehicles or trolleys. Their current fleet has exceeded their lifespan and are obsolete. The total cost estimated by the agency for fleet replacement is \$777 million.
- VIA Rail has ordered 313 railcars to be constructed in Thunder Bay Ontario by Alstom. The order includes 25 dome cars among 9 different car types. The railcars will replace VIA's long-distance and regional fleet, now operating mostly Budd Company built stainless steel equipment manufactured in 1954 and 1955. The order includes: 78 sleeping cars, 58 coaches, 38 panorama cars, 26 accessible sleepers, 25 dome cars, 20 dining cars, 20 prestige sleepers, 19 berth sleepers and 29 baggage cars.
- New York Governor Kathy Hochul announced on September 9th that the Metropolitan Transit Authority has made considerable progress on the design and phase of the Interborough Express. This is the transformational new light rail line that will run between Brooklyn and Queens. The line will have 18 stations with connections to 17 subway lines plus the Long Island Railroad.

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

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

Oct. 12, 1922 Arno Zillger, Chief Engineer of E-D Manufacturing Company of Philadelphia demonstrates radio reception without an external aerial on Broadway Limited westbound between New York and Chicago; PRR is interested in radio as a communication system between the locomotives and cabin cars of freight trains.

Oct. 1922 PRR replaces last wooden dining cars; dining car fleet can now serve 4,236 people at one sitting; 1,555 employees of Dining Car Dept. serves 3,515,500 meals a year.

Oct. 2, 1927 \$2.5 million line relocation completed on Columbia & Port Deposit between Port Deposit and Rock Run account construction of Conowingo Dam; temporary tracks opened through Port Deposit pending settlement of dispute over grade crossing elimination.

Oct. 25, 1932 PRR and Reading reach a preliminary memo of agreement on merging their South Jersey lines.

Oct. 3, 1937 PRR operates second "Mountains & Mines" trip as part of its "Off the Beaten Track" series; Philadelphia to Scranton via Bel-Del and DL&W, returning via Wilkes-Barre, Hazleton and Reading.

Oct. 7, 1942 PRR completes work of eliminating cross connections and installing flood doors in the East River Tunnels, along with new pumps and ventilation, so each tube can be protected from attack separately.

Oct. 8, 1947 Pres. M.W. Clement reports to Board that the purchase of eight pairs of 2,000 HP diesels (A-A unit pairs) will cover all pusher service on the Western Slope; Board approves purchase, as will complete dieselization of all trouble spots on the system.

Oct. 1, 1952 PRR announces it has contracted with Levitt & Sons, Inc. to build new commuter station at Levittown near Bristol, Pa.; Levitt is developing a new housing tract for 70,000 people near the new Fairless Works of United States Steel Corporation.

Oct. 20, 1957 PRR operates "Farewell to Steam" excursion with K4s No. 612 from New York to Sea Girt via NY&LB and returning via Freehold and Jamesburg.

Oct. 20, 1957 Last PRR steam excursion operates from Baltimore to Northumberland, Pa. behind L1 No. 520; excursionists view PRR Historical Collection of steam locomotives and cars.

Oct. 26, 1957 Last runs of PRR transcontinental sleepers via Santa Fe (New York-Los Angeles via Broadway and Super Chief), CB&Q-Western Pacific (New York - San Francisco via Broadway/General and California Zephyr) routes; poor ridership because of long layovers and necessary switching between terminals.

Oct. 1962 PRR takes delivery of 25 General Electric U-25B road switchers.

Oct. 10, 1967 ICC announces U.S. railroads lost \$400 million on passenger service in 1966; PRR had largest loss of \$45.4 million.

Oct. 1967 Post Office Dept. implements massive cuts in RPO service, 162 trains on 20 railroads, including all service in the West and Southwest and heavy cuts in the Midwest and South; deprived of mail income, discontinuance of long -distance passenger trains accelerates. (Broadway Limited RPO was disc. in 1967.

Oct. 29, 1967 Speed limit of GG1s in Northeast Corridor increased to 100 MPH; running time of The Afternoon Congressional reduced from 3:35 to 3:20; fastest time with conventional equipment; GG1's No. 4483-4938 are equipped with 100 MPH gears and Nos. 4864-4882 with 90 MPH gears.

Oct. 1972 Penn Central files with the ICC to abandon the 13.8-mile Quarryville Branch, which has been damaged by Tropical Storm Agnes.

Oct. 29, 1972 Amtrak begins running what becomes its "Keystone" service between Philadelphia and Harrisburg under Section 403 (b) that requires state or local government to pay two-thirds of the costs.

Riding the Baltimore and Ohio from Philadelphia and Jersey City (with bus connections to New York City)

Part Two: From West Trenton to Jersey City and Communipaw Terminal

By Stephen Ferrell

Leaving Langhorne behind, B&O passenger trains traveling on Reading Railroad tracks crossed the Delaware River into New Jersey and passed through West Trenton.

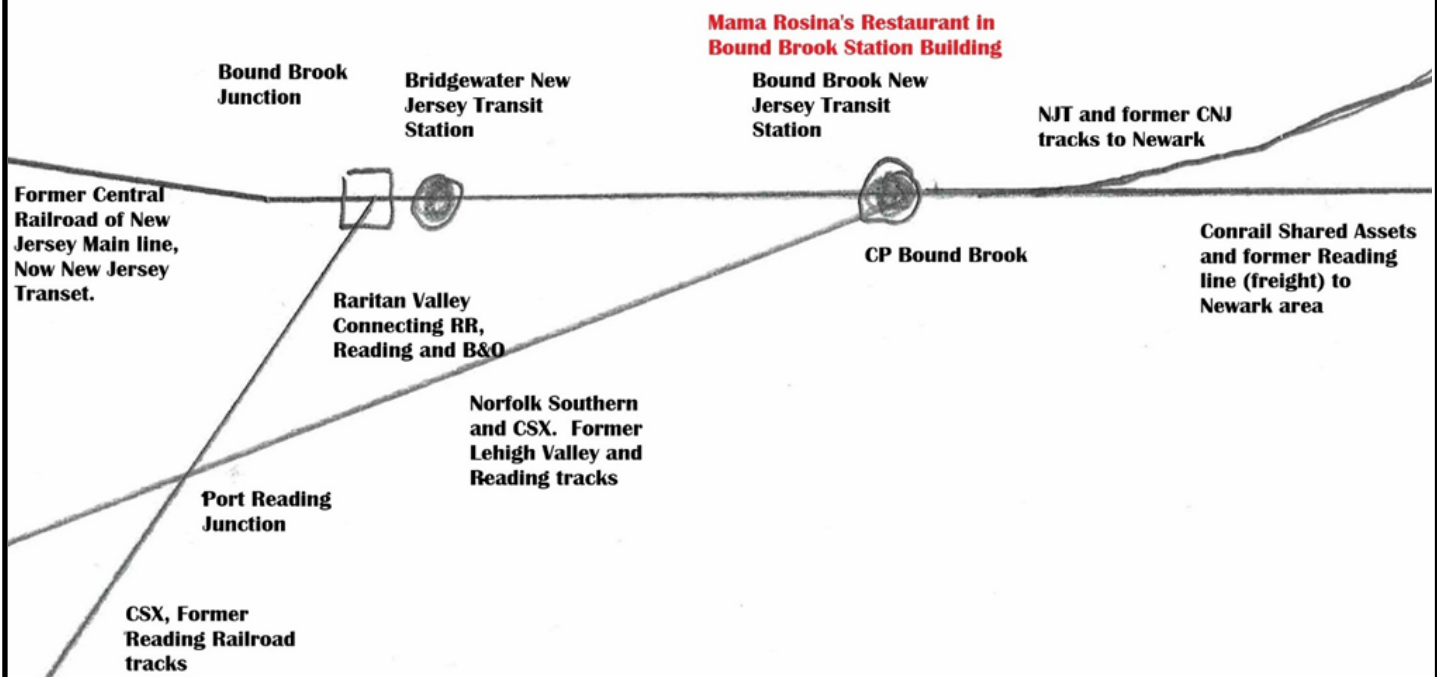


B&O's Royal Blue near West Trenton in 1937



Reading and CNJ Route to Jersey city, NJ
Map from the Hagley Museum website.

Heading northeast through central New Jersey, the line passed through the towns of Hopewell and Manville and then joined the Central Railroad of New Jersey's (CNJ) Main Line at Bound Brook Junction.



Map of Bound Brook Junction and area surrounding - map by Steve Ferrell

Riding the Baltimore and Ohio from Philadelphia and Jersey City (continued)

Left: Train Near Manville, NJ in 1937.

Right: Steam Locomotive lead B&O Passenger train where the Reading joins the Central Railroad of New Jersey at Bound Brook Junction. 1938 photo.



The B&O trains did not stop at the Bound Brook station and traveled through the towns of Middlesex and Dunellen, stopping at Plainfield, NJ. At Cranford, a line to Staten Island (owned and operated by the Baltimore and Ohio Railroad) branched off to the southeast.

The next stop of B&O's named trains was at Elizabeth, NJ at CNJ's Elizabeth Station (which can still be viewed from Amtrak's Northeast Corridor as it passes through its separate Elizabeth station. After departing Elizabeth, the route headed eastbound and crossed the Newark Bay and into Bayonne then the line turned north and arrived at Communipaw Terminal in Jersey City.



Communipaw Terminal in Jersey City, New Jersey

Now a National Park site on Liberty State Park's peninsula

Riding the Baltimore and Ohio from Philadelphia and Jersey City (continued)

Indeed, traveling on the B&O from Philadelphia to the New York metropolitan area was a comfortable and smooth trip and quite competitive with both the Pennsylvania and Reading railroads!



Left: Capital Limited entering Communipaw Terminal in Jersey City, NJ

Right: E8 Diesel locomotive with passenger train at Communipaw.



Royal Blue Observation Car at the end of the train at Communipaw Terminal in Jersey City



Buses lining up to take passengers to various spots in New York City. B&O offered very convenient and comfortable bus service. Passengers also had the option of using the Reading Railroad's Ferry services to Manhattan.



Baltimore & Ohio's Royal Blue leaving Communipaw Terminal in Jersey City. Note the Manhattan skyline in the background.

A special thanks to:

Railroad Museum of Pennsylvania Archives,
especially Keli Gancy for images and research

Todd Sestero of Railfan Guides USA for maps
and information

Edward W. Duffy, Philadelphia, A Railroad
History

James R. Rose noted rail historian and architect.

Trip to Montclair, Boonton and Denville, NJ with great food along the way!

By Steve Ferrell

Cindi Rowell, one of my riders who lives in New York city suggested we go to the De Nova European Pup in the historic Upper Montclair train station on the Montclair-Boonton Line. Her friend ate there and loved their food and service. I decided it was an excellent choice for the Ride with me Steve rail riding crew and planned a trip to eat there. Then I thought that it would be great to take the Boonton Line (a diesel line as the electrification ends at Montclair) to Denville. Then we would switch to the Morris-Essex line that headed south toward Summit and then to Moynihan Hall in New York. The Montclair-Boonton Line and Morris-Essex Line trains originate from either New York City or Hoboken.

In early August 2026, our group made their way up to New York City on Amtrak's Keystone Train #642. Meeting Cindi in New York's Penn Station New Jersey Transit concourse we purchased tickets to Upper Montclair and had time to get coffee and donuts. Before our train was scheduled to depart, we went down a level to Cindi's (secret) boarding area. We were the first to board the single level comet coaches that were hauled by an electric locomotive to Montclair State University.

We traveled through Secaucus and the Meadowlands and stopped at Newark's Broad Street Station. Departing Newark Broad Street and the Morris-Essex line (and onto the Montclair-Boonton Line) we traveled through inner and outer suburban areas to Upper Montclair. We had 45 minutes before the restaurant opened, so we bought tickets for the rest of the New Jersey Transit trips and did a little railfanning. Some of the group explored a little and found a nice-looking arthouse movie theater a block away.

The waiter at the restaurant let us sit at our reserved table a little early and quickly brought water and freshly made bread with marinara sauce for dipping. They had an extensive menu featuring pasta dishes and had a sushi chef with a setup in the far corner of the dining room.

One of our riders ordered sushi, but most of them ordered the pasta dishes. They arrived promptly and we were pleased with the food and portions. The pasta was homemade and the sauce had a great texture and taste. I had the rigatoni bolognese and it was more than I could eat. For dessert, most of us had the very reasonably priced gelato or sherbet. John Smith, food guru, had the tiramisu for dessert and he said it was the best he ever had!



Trip to Montclair, Boonton and Denville, NJ with great food along the way! (continued)

Left: Four of our intrepid riders – Photo by George Rowell

Right: Group arriving at Upper Montclair, NJ – Photo by John Smith



After this wonderful meal, we boarded a dual-powered locomotive (operates off electricity or straight diesel-electric) hauled train to Denville. The electric catenary stops after Montclair. We noticed the rest of the trip to Denville was at a significant upgrade. Getting into the countryside and farming country, we had clear views out the windows for this trip. I told the riders to look out at Boonton for the yard of the United Railroad collection that included a cosmetically restored GG1 on the left. Unfortunately, it was on the right side so some members of the trip missed it. This is also home of the shops of Star Trak railroad car restoration specialists, a company which restored that GG1 and restores luxury rail cars.

After Boonton, we only had a few more stops until we reached Denville, NJ. Through most of the trip on the line after Montclair is in the northwest New Jersey mountains and it was very scenic. Trains traveling westbound from Denville usually terminate in Dover with some going to the end of the line at Hackettstown. Detraining at Denville we had to cross a parking lot to get the Morristown Line boarding platform. The two lines split just west of the two Denville stations.

A New York City-bound train arrived right away, and we boarded its bi-level coaches pulled by a push-pull electric locomotive. The Morristown Line traveled south to Summit, where it joined the Gladstone Branch to form the Morris-Essex Line and continue to New York's Penn Station. Half of the trains on this line terminate at Hoboken, with riders transferring at Summit.

Our train traveled on a constant downgrade on the way back to New York. Coming down through farm country, we paused at busy stations and noticed high-density commuter operations. Soon, our train traversed through suburban and urban areas. We arrived a little earlier than expected and walked to the Moynihan Train Hall for our Amtrak Keystone train #655 back to our home stations.

We had an hour before boarding our homebound train, so many of us enjoyed a craft ice cream delight at Davey's, a local New York favorite creamery. Our train was called for boarding a little late, but we got great seats and soon were zooming down the Northeast Corridor, dozing, and chatting some along the way.

Trip to Montclair, Boonton and Denville, NJ with great food along the way!

(continued)



We had time to railfan prior to lunch and saw a few trains (single tracking today due to construction) traveling each way – this one heading to Hoboken – Photo by Doug Henry



The Ride with me Steve group at De Novo European Pub -Photo by restaurant staff



Fantastic wall art behind the sushi chef and the kitchen door- Photo by George



Our Denville bound train arriving at Upper Montclair – Photo by George Rowell

**LANCASTER CHAPTER, INC., N.R.H.S.
ANNUAL BANQUET
FRIDAY EVENING, NOVEMBER 13TH, 2026**

JOIN US AT THE GATHERING PLACE, MOUNT JOY, PA FOR A WONDERFUL EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

6:00 PM - DOORS OPEN - NO EARLY ENTRY

6:30 PM - DINNER SERVED—FAMILY STYLE

7:30 PM PROGRAM: This year's Lancaster Chapter's Annual Banquet Speaker will be Stanley F. Bowman, rail enthusiast. Stan was born in West Philadelphia, and grew up in neighboring Delaware County in the 1950's. One of his favorite memories is riding the two trolley lines in Lancaster in the fall of 1946. In April of 1953 he began photographing the trolleys of the Philadelphia Suburban Transportation Company, the Red Arrow Line's.

Stan is a member of the N.R.H.S., the East Penn Traction Club and a few other local historical societies.

Stan's program will focus on the Conestoga Traction Co. trolleys and all trolleys that operated in Lancaster County.

THE ANNUAL BANQUET COST FOR 2026 IS \$35.00 PER PERSON

TICKETS ARE AVAILABLE AT THE OCTOBER CHAPTER MEETING OR YOU MAY MAIL THIS COUPON.

ALL TICKET ORDERS MUST BE RECEIVED BY FRIDAY, NOVEMBER 6th, 2026

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

NO. OF SEATS _____ @ \$35.00 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

OCTOBER 19, 2026 - MONDAY, 7:30 PM. LANCASTER CHAPTER FREIGHT HOUSE.

NOVEMBER 13, 2026 - FRIDAY, 6:00 PM ANNUAL CHAPTER BANQUET
THE GATHERING PLACE
6 PINE STREET, MT. JOY, PA 17552

(TICKET ORDER FORM ON PAGE 10)

OPEN HOUSE CHRISTIANA 175th ANNIVERSARY OF THE 1851 RESISTANCE

SATURDAY, SEPTEMBER 12th, 2026

There were 8 Chapter members present, greeting visitors and preparing displays. I was given a very interesting history of the 1851 resistance by a member of the Christiana Historical Society. The track speeder looked ready to head down the mainline, nice machine. Our caboose was being visited and inspected; it was immaculate! Icing on the cake was the Keystone west bound @110 mph, motive power fore and aft! Shortly after that the eastbound shot by!

A remarkable printing demonstration using tools of 1850's was giving the history and making samples in the library. A 1-gauge track was set up across the parking lot going up Green to East Church. Mike ran his CB&Q switcher and 5 gondolas as needed. Train related conversations touched the Wawa and Concordville, Wilmington and Western, Pennsylvania Live Steamers, Tom Marshall and the amazing freight house.

Steve McClellan
Secretary

ANNUAL CHAPTER PICNIC AND MEETING

SUNDAY, SEPTEMBER 20TH, 2026

There was a brief regular meeting prior to the Chapter picnic in the freight house. Glenn Kendig opened the meeting. Cindy Kendig reviewed the banquet details, possible bus trips and cards with the caboose on one side that would have many message uses. Richard Rutledge presented the current balance sheet. Briefly, income 2026 YTD budget \$21,975, YTD actual \$29,580, a 35% increase. Our total assets are \$130,586. Vote to accept was yes. Steve Himpls reviewed the sales and inventory of books and builders' plates. The sale and receipt of assorted donations were noted. Dave Stambaugh closed the meeting. The chicken was superb, everything was just delicious.

Steve McClellan
Secretary

LANCASTER CHAPTER BOARD ELECTIONS FOR 2027

**THE ELECTIONS WILL TAKE PLACE DURING THE OCTOBER 19TH MEETING.
THEY WILL BE HELD AT THE CHRISTIANA FREIGHT STATION.**

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NEXT CHAPTER MEETING

LANCASTER CHAPTER, INC., N.R.H.S.
OCTOBER 19, 2026 - MONDAY, 7:30 PM
ANNUAL CHAPTER PICNIC
CHRISTIANA FREIGHT HOUSE
10 RAILROAD AVENUE

LANCASTER CHAPTER, INC.

NATIONAL RAILWAY

HISTORICAL SOCIETY

10 RAILROAD AVENUE

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