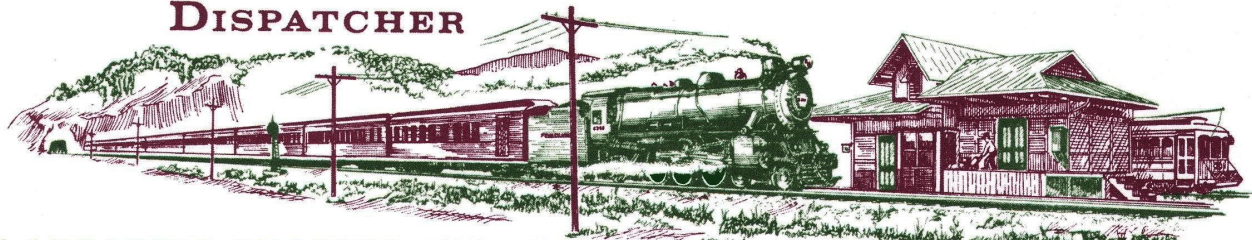


LANCASTER DISPATCHER

75th ANNIVERSARY 1935 - 2010



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 41 NUMBER 1

JANUARY 2010



JANUARY 4, 1987 - CONRAIL'S DARKEST DAY

A horrific train collision occurred at 1:04 p.m. on January 4, 1987, on Amtrak's Northeast Corridor main line in the Chase community in eastern Baltimore County, Maryland, at Gunpow Interlocking, about 18 miles northeast of Baltimore. Amtrak Train 94, the *Colonial* crashed into a set of Conrail locomotives running light which had fouled the mainline. Train 94's speed at the time of the collision was estimated at about 108 miles per hour. Fourteen passengers on the Amtrak train were killed, as well as the Amtrak engineer and lounge car attendant.

The Conrail locomotive crew failed to slow down at the signals before Gunpow, and it was determined that the accident would have been avoided had they done so. Additionally, they tested positive for marijuana. The engineer served four years in a Maryland prison for his role in the crash. In the aftermath, drug and alcohol procedures for train crews were overhauled by the Federal Railroad Administration, which is charged with rail safety. In 1991, prompted in large part by the Chase Maryland crash, the United States Congress took even broader action and authorized mandatory random drug-testing for all employees in "safety-sensitive" jobs in all industries regulated by the Federal Department of Transportation including trucking, bus carriers and rail systems. Additionally, all trains operating on the high-speed Northeast Corridor are now equipped with automatic cab signaling with an automatic train stop feature.

At the time, the Baltimore County train wreck was Amtrak's deadliest crash in the company's history. In 1993, however, the wreck at Big Bayou Canot in Alabama resulted in a much larger death toll.

Amtrak Train 94: Pre-Collision

Amtrak Train 94 (the *Colonial*) left Washington Union Station at 12:30 pm (Eastern time) for Boston South Station. The train had 16 cars and was filled with travelers returning from the holiday season to their homes and schools for the second semester of the year. Two AEM-7 locomotives, Amtrak numbers 900 and 903 led the train; 903 was the lead locomotive. The engineer was 35-year-old Jerome Evans.

After leaving the Baltimore, Maryland Amtrak station, the train's next stop was Wilmington, Delaware. Just north of Baltimore, while still in Baltimore County, the Northeast Corridor narrows to two tracks at Gunpow Interlocking just before crossing over the Gunpowder River. The train accelerated north toward that location.

Conrail Light Engine Move Pre-Collision

Ricky Lynn Gates, a Penn Central and Conrail engineer since 1973, was operating a trio of Conrail freight locomotives light (without freight cars) from Conrail's Bayview Yard, just east of Baltimore, bound for Enola Yard in Harrisburg, Pennsylvania. Gates was later determined to have violated several signal and operating rules, including a failure to properly test his cab signals as required before departure from Bayview. It was later discovered that someone had disabled the cab signal alerter whistle on lead unit CR 5044 with duct tape, muting it almost completely. Also, one of the light bulbs in the PRR-style cab signal display had been removed. Investigators believed these conditions probably existed prior to departure from Bayview and that they would have been revealed by a properly performed departure test.

Gates and his brakeman, Edward "Butch" Cromwell, were also smoking a marijuana joint. This would prove critical, as marijuana can distort one's sense of time and significantly impair the skills to concentrate and react quickly. Cromwell was responsible for calling out the signals if Gates missed them, but failed to do so.

The Collision

As Amtrak Train 94 approached Gunpow Interlocking near the Chase community on the electrified main line, the three Conrail freight locomotives were moving north on one of the adjacent freight tracks. Before the adjacent tracks reached the bridge at the river, they merged into the two through tracks that cross the bridge.

While the tracks and interlocking plant at this location are signalized to alert locomotive engineers when the interlocking switches are set for through track train movement only; the switches are not designed to de-rail a locomotive or train that runs through them when they are aligned for through track train movement.

In the accident case the interlocking plant was properly set for through track movement only, so as to allow the Amtrak train to pass the freight locomotives (which should have been stopped on the side tracks) on the through tracks onto, and over the bridge. The freight locomotives ignored the stop signals in their locomotive cab, and at trackside, visible to them from the cab of their locomotive.

Speed/event recording devices indicated that the Conrail locomotives were moving at approximately 60 mph when the brakes were applied for an emergency stop, after they had passed the trackside signals. This was, Gates later claimed, when he realized that he did not have a wayside signal to proceed north at Gunpow. He was, however, moving too fast to stop before passing the signal indicating he should stop clear of the main track on which Amtrak Train No. 94 was approaching.

The Conrail locomotives came to a stop on the track directly in front of Train No. 94, which approached the interlocking at 120 mph (210 km/h), an authorized track speed. With little time to react, Amtrak engineer Evans apparently saw the diesels on the line in front of him and applied the brakes for an emergency stop. However, the collision was unavoidable.

On impact, the rearmost Conrail GE Model B36-7 diesel, No. 5045, exploded and burned. It was completely destroyed down to frame and was never rebuilt. The middle unit, No. 5052, sustained significant damage but was later rebuilt and returned to service. Lead unit 5044 had little damage.

One of Amtrak's locomotives, AEM-7 900, was buried under the wreckage, while the other locomotive, No. 903, ended up among some trees on the west side of the right of way. Several Amfleet cars were piled up, with some crushed under the pile.

Cromwell, who was on the lead locomotive with Gates, suffered a broken leg in the collision. Gates was uninjured. The Amtrak engineer, an Amtrak lounge car Lead Service Attendant and 14 passengers were killed.

The front cars on Amtrak Train No. 94 train suffered the greatest extent of damage and were almost completely crushed. However, they were nearly empty awaiting additional holiday passengers enroute, who would have boarded the train at stations further north. According to the NTSB, had these cars been fully occupied at the time, the death toll would have been at least 100. There were relatively few passengers on those cars, however, and so the death toll was much less. Most of the dead were on Amfleet Car No. 21236.

Post-Collision Response And Cleanup

With a total passenger load of about 600 people, there was a great deal of confusion after the collision. Witnesses and neighbors ran to the smoking train and helped remove injured and dazed passengers, even before the first emergency vehicles could arrive at the rural location.

While many of the injured passengers were aided by nearby residents, some of the uninjured passengers wandered away, making it difficult for Amtrak to know the complete story.

Emergency personnel worked for many hours in the frigid cold, impeded as they were by the stainless-steel Amfleet cars' skin's resistance to the ordinary hydraulic rescue tools at their command, to extricate trapped passengers from the wreckage as helicopters and ambulances transported injured people to hospitals and trauma centers. It was over 10 hours after the collision before the final trapped persons were freed from the wreckage.

It was several days before the wrecked equipment was removed and the track and electrical propulsion system were returned to service.

Investigation, Charges and Conviction

At first, Gates and Cromwell denied smoking marijuana. However, they later tested positive for the substance. A National Transportation Safety Board investigation revealed that had Gates slowed down at the signals as required, he would have stopped in time. Gates and Cromwell were immediately suspended by Conrail pending an internal investigation, but resigned rather than face certain termination.

Gates was eventually charged with homicide by motor vehicle; under Maryland law a locomotive is a motor vehicle. Prosecutors cut a deal with Cromwell in which he turned "state's evidence" and agreed to testify against Gates. Gates was sentenced to several years in a Maryland prison. Gates' history of DWI (driving while intoxicated) convictions as well as his admission that the crew had been using marijuana while on duty led for a call to certify locomotive engineers as to their qualifications and history.

Toxicology tests on the Amtrak engineer's body returned negative and, in fact, his actions served only to reduce the severity of the wreck by slowing his train from 130 to 108 mph.

Gates was released from prison after serving four years, and now serves as an abuse counselor.

Changes For Future Prevention

As a result of the wreck, all locomotives operating on the Northeast Corridor are now required to have automatic cab signalling with an automatic train stop feature. Although common on passenger trains up until that time, cab signals combined with train stop and speed control had never been installed on freight locomotives due to potential train handling issues at high speed. Conrail subsequently developed a device called a locomotive speed limiter (LSL), a computerized device that is designed to monitor and control the rate of deceleration for restrictive signals in conjunction with cab signals. All freight locomotives operated on the Northeast Corridor must now be equipped with an operating LSL, which also limits top speed to 50 mph. Previously, freight locomotives were only required to have automatic cab signals without an automatic train stop feature.

Also as a direct result of this collision, federal legislation was enacted that required the Federal Railroad Administration (FRA) to develop a system of federal certification for locomotive engineers. These regulations went into effect in January 1990. Since then, railroads are required by law to certify that their engineers are properly trained and qualified, and that they have no drug or alcohol impairment or motor vehicle convictions for the five year period prior to certification. Another effect was that age-old Rule G (The use of intoxicants or narcotics by employees subject to duty, or their possession or use while in duty, is prohibited. — UCOR, 1962) was revamped to:

“An employee who reports for duty under the influence of alcohol or other intoxicant, cannabis in any form, an amphetamine, a narcotic, a hallucinogenic drug, any controlled substance (as defined by federal law), or a derivative or combination of any of these, or who uses any of the foregoing while on duty, will be dismissed. Possession of any of the foregoing while on duty, or possession, use, or being under the influence of any of the foregoing while on Company or occupying facilities provided by the Company is prohibited”. Source: *Tennessee Valley Railroad Operating Rules book, effective March 15, 1995.*

Actually, a form of Rule G has existed in many railroad operating manuals for decades. However, the federal codification of this rule was deemed necessary to assure that any violator would be dealt with in a consistent and harsh manner. Also, anyone who passes a stop signal loses his or her FRA certification for a period not to exceed 30 days for a first offense. This is per the 49 CFR, part 249.

In 1991—prompted in large part by the Chase crash—Congress authorized mandatory random drug-testing for all employees in "safety-sensitive" jobs in industries regulated by the federal Department of Transportation.

Memorial To A Victim, Reflection After 20 Years

Ten years after the collision, the McDonogh School of Owings Mills, Maryland decided to build a 448-seat theater in memory of one of the crash's victims and alumna, 16-year-old Ceres Millicent Horn. Ceres Horn graduated from the school at age 15 and enrolled and was accepted at Princeton University at age 16, where she majored in astrophysics. Her family has never ridden a train again.

On January 4, 2007, the 20th anniversary of the crash, her family visited the theatre for the first time and attended a ceremony at the McDonogh School held in honor of their daughter.

Also at the time of the 20th anniversary, the Baltimore Sun interviewed some of the volunteers and professionals who responded or treated injured passengers after the collision. An Amtrak signal foreman who had responded from home told the reporter: "Once you got here, your stomach just turned. It was the most devastating thing I've seen in my 30 years down here," he said. "It was a horrific scene." The man added that he didn't leave the crash site for three or four days, sometimes catching some sleep while propped against the trees lining the track. "You didn't worry about pay, you didn't worry about anything, you just tried to help these people out," he said.

Some of the "Good Samaritans" who lived close-by and helped pull passengers out immediately after the collision were later invited to the White House and their efforts acknowledged by then U.S. President Ronald W. Reagan.

The Baltimore County Fire Department's medical commander at the scene 20 years earlier, told the newspaper that the Amtrak crash is still being used as a case study in effective disaster response. "The reason is how the members of the professional and volunteer fire departments and the community people got together." It was, he said, "a very sad, but a very proud moment" in his career. *[www.wikipedia.com]*



GUNPOW: A WEEK AFTER THE COLLISION, ONE OF THE DESTROYED AMTRAK AEM-7S ON A FLAT CAR ENROUTE TO WILMINGTON, DELAWARE. IRONICALLY, THE REPORTING MARKS ON THE FLAT CAR ARE CR - CONRAIL. PHOTO BY GEORGE PITZ, AMTRAK - USED WITH PERMISSION.



GUNPOW: A WEEK AFTER THE COLLISION. A TRUCK FROM ONE OF THE DESTROYED AMTRAK AEM-7S PUSHED TO THE SIDE OF THE RIGHT-OF-WAY. PHOTO BY GEORGE PITZ, AMTRAK - USED WITH PERMISSION.

GUNPOW: A WEEK AFTER THE COLLISION. SECOND DESTROYED AMTRAK AEM-7 ON A FLAT CAR ENROUTE TO WILMINGTON, DELAWARE. PHOTO BY GEORGE PITZ, AMTRAK - USED WITH PERMISSION.



CONRAIL GE MODEL B23-7 No. 5044, THE LEAD UNIT AT THE GUNPOW COLLISION, ON TRAIN TV-2 AT SPRUCE CREEK, PENNSYLVANIA ON THE PITTSBURGH LINE - FEBRUARY 24, 1989. PHOTO BY DON OLTMANN, CONRAIL.



CONRAIL GE MODEL B23-7 No. 5052, THE MIDDLE UNIT AT THE GUNPOW COLLISION, AWAITING DISPOSITION AT ENOLA IN LATE JANUARY 1987. PHOTO BY ED BURNS, COLLECTION OF BRUCE KERR.



AFTER REBUILDING, CONRAIL GE MODEL B23-7 No. 5052 AT BUCKEYE YARD IN COLUMBUS, OHIO - JULY 9, 1995. THIS UNIT BECAME CSX No. 5805 AND IS NOW WORKING IN A DIFFERENT FORM IN BRAZIL. PHOTO BY ED LEWIS, JR.

CONRAIL No. 5045, THE REARMOST UNIT, WAS COMPLETELY DESTROYED AND NEVER REBUILT. SHE IS SHOWN HERE IN BETTER DAYS ON TRAIN TV-14X, EASTBOUND AT HINSDALE, MASS. ON THE FORMER BOSTON & ALBANY - FEBRUARY 10, 1984. PHOTO BY CARL WEBER.





The Power Director

By
Ed Mayover



2010 MEMBERSHIP RENEWALS ARE DUE NOW!

Be Safe - Don't Delay! Please remit your 2010 dues payment to ensure that your payment is properly recorded and your membership is verified by Fernley & Fernley before the March 31, 2010 deadline.

If your dues payment is not received and properly recorded before March 31, 2010, your membership in the N.R.H.S. will be terminated. Fernley & Fernley has advised that they will make no exceptions, regardless of any processing errors.



Amtrak Releases New Strategic Guidance And Five-Year Plan

With the release of new Strategic Guidance and the FY 2010-2014 Five Year Financial Plan, Amtrak aims to continue the solid ridership growth seen in recent years and position itself to maximize this historic moment in federal and state support for more passenger rail service, including for the development of high-speed rail corridors.

"Amtrak is moving into the future with clear goals and specific initiatives to secure and expand our leadership position in the increasingly competitive passenger rail industry," said Thomas Carper, chairman of the Amtrak board of directors.

Carper said the new Strategic Guidance sets the foundation for the FY 2010-2014 Five Year Financial Plan, and together they encompass the strategy for continuing Amtrak's ridership growth that has increased steadily from 21.6 million in FY 2002 to 27.2 million in FY 2009, with an all-time record high of 28.7 million in FY 2008.

"We must think big, be innovative and pursue opportunities and decisions that make good business sense because the competition is real," said Amtrak President and CEO Joseph H. Boardman, stressing that he believes the national railroad's experience and depth of expert knowledge are assets that make Amtrak the right choice to operate new or expanded service.

The Strategic Guidance outlines the opportunities and challenges facing Amtrak in the new passenger rail environment where states have the primary role in developing new or expanded intercity and high-speed rail service. It establishes six broad goals to be safer, greener and healthier and to improve financial performance, customer service and meet national needs. Plus, it creates key performance indicators to measure progress.

The FY 2010-2014 Five Year Financial Plan for the first time provides substantially detailed financial projections for Amtrak's revenue, operating costs, capital programs and debt service obligations. It also provides a comprehensive discussion of initiatives Amtrak is taking to fulfill its goals and key performance indicators with targets by which it will be measured.

Among the specific plans to be accomplished by the end of FY 2014 are to increase ridership by 15 percent, grow ticket revenue by 20 percent, expand service on eight existing state-supported corridors, form two new state partnerships and improve reliability of service across the railroad.

The two documents combined create a new vision that supersedes Amtrak's 2005 Strategic Reform Initiatives and align Amtrak's goals

with those passed by Congress in Passenger Rail Investment and Improvement Act of 2008 and in the Obama administration's Vision for High-Speed Rail in America.

Amtrak also is partnering with and assisting states as they apply for federal grants to develop high-speed rail corridors, preparing a new fleet plan to replace aging locomotives and passenger rail cars, upgrading tracks and other infrastructure and installing Positive Train Control technology to enhance safety. In addition, Amtrak plans to deploy Wi-Fi technology on Acela Express, implement next generation reservation and eTicketing programs and improve accessibility for persons with disabilities to Amtrak trains, platforms and stations.

Further, Amtrak is continuing to make lasting investments in all aspects of the railroad including improved business management processes, better on-board services, and modernizing existing passenger car interiors. *[Railway Track and Structures]*

Amtrak Notches Stellar Thanksgiving Ridership

Amtrak says its ridership during the Thanksgiving Day week in 2009 set an "all-time record," with ridership up 4% compared with the comparable period in 2008; ticket revenue rose 1% compared with the year-ago period. Amtrak says 685,876 trips took place between Nov. 24 and Nov. 30, generating \$44.1 million in ticket revenue, which it claims is "the best weekly performance in company history." *[Railway Age Rail Group News]*

Amtrak Restores 'Lake Shore' Dining Car

NEW YORK — Amtrak replaced modified café cars on its Chicago-New York/Boston Lake Shore Limited with "Heritage" dining cars, beginning with westbound train No. 49 Dec. 14. The cars, operating to and from New York, feature booth-style seating, large picture windows, and modern cooking equipment, and an expanded menu will result. The train has been without a formal dining car since September 2007 due to a shortage of the 1950s-vintage cars in a state of good repair.

The Heritage diners set to enter service are coming out of a refurbishment program. They represent the second upgrade the Lake Shore has seen this year: In March, Amtrak restored sleeping car service on the Boston section of the train, which splits off at Albany, N.Y. The Boston section will continue to offer tray meals for sleeping car passengers only in the lounge car. *[TRAINS News Wire]*



Improved Philadelphia Freight Rail Route Expands Transportation Options, Reduces CO2 Emissions and Alleviates Traffic

Pennsylvania Governor Edward G. Rendell, Philadelphia Mayor Michael Nutter and CSX Chairman, President and CEO Michael J. Ward joined together Nov. 16 to celebrate the construction of an improved rail route that generates hundreds of jobs.

The completed project will create an improved double-stack rail corridor to expand Philadelphia's freight transportation options and position the region for future growth.

The event was held at an active rail construction site in Philadelphia where workers are increasing clearances at 16 overhead bridges. By improving clearances, this project will allow a faster, more efficient rail connection with the Midwest, and will create over 1,200 direct and indirect jobs. The project is funded by a \$10 million contribution from

the Commonwealth of Pennsylvania, over \$12 million from CSX, and an additional \$10 million shared equally by two federal sources.

[Edited from CSXT News Release]

Why The Army-Navy Special Didn't Run In 2009

Rumors spread over the last few weeks that CSX was refusing to allow a special Washington-Philadelphia train to use several hundred yards of its track to get wounded veterans to the Philadelphia stadium for the Army-Navy game.

Wrong. CSX was more than willing to allow the train to use its tracks and, in fact, was ready to have dozens of CSX employees clean up the area, hang banners and personally welcome the veterans. Likewise, Amtrak said it would have been happy to run the train from Washington to Philadelphia. What's more, dozens of private car owners were, again, ready to send their cars to Washington to make up the special train.

So why didn't the train run? The answer is an example of how, sometimes, unfortunate things can happen even when everyone involved wants to do the right thing.

The real problem was that Bennett Levin, the Philadelphia rail equipment owner and railfan philanthropist who organizes the train, faced a family tragedy that made it impossible for his wife Vivian to do her usual backbreaking job of organizing the train, selecting which soldiers would ride in what car, and handling the hundreds of small but vital details. Her mother was terminally ill, and, in fact, died a week before the game.

Instead of running the train this year, Levin, the Jewish Chapel at West Point, and two individuals who wanted to remain anonymous spent thousands of dollars to charter buses to transport the veterans to the stadium.

"There should be no reflection on Amtrak or CSX," said Levin, who said that he didn't even approach CSX Chairman Mike Ward or Operating Vice President Tony Ingram, the only two people at CSX who can approve any passenger train movement off an established passenger route. The episode did shed light on an odd quirk in running any special train on CSX, even the veterans' special. Although only Ward or Ingram can approve a special train, anyone who wants to run a special must first approach local CSX officials who are required to automatically say no. That automatic decision then can be appealed to Ward or Ingram, Levin said, adding that he has no problem with the policy even though it creates extra work.

Everyone involved said the train will run next year, assuming no other disasters strike. "It is the best thing we have ever done in our lives," Levin said. [TRAINS News Wire]

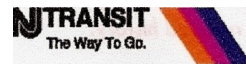


Norfolk Southern, Pennsylvania Plan Intermodal Expansion

PHILADELPHIA — Norfolk Southern Railway and the Commonwealth of Pennsylvania will invest \$11 million in NS's Philadelphia Navy Yard intermodal terminal. The expansion will see additional track and parking capacity and is part of NS's Crescent Corridor project. Pennsylvania Gov. Ed Rendell said the intermodal yard will improve the flow of goods in the Philadelphia area and create jobs. "Rail freight is an important component of any transportation infrastructure discussion," he said. "The Philadelphia Navy Yard intermodal facility will serve Pennsylvania, New Jersey, and Delaware, creating good jobs, generating revenue locally, and helping reduce highway congestion."

When the expansion is complete, Navy Yard will be able to lift 72,000 containers and trailers annually. The funds include \$6 million from NS and \$5 million from the commonwealth. The expansion is scheduled for completion in mid-2010. NS is promoting the Crescent Corridor as an avenue to divert shipments that now travel by truck between South Central and Northeast states. It notes the public can benefit by seeing

fewer trucks on the highways, while the railroad benefits from winning more shipments, justifying the public-private partnership. [TRAINS News Wire]



New Jersey Transit Joins FRA "Close Call" Pilot Program

The U.S. Department of Transportation announced that New Jersey Transit has started its participation in the Close Call Project, a safety pilot program designed to give rail employees the ability to voluntarily and anonymously report "close call" incidents that could have resulted in an accident but did not.

NJ TRANSIT is the third railroad – and the first passenger railroad – to join the program along with the Canadian Pacific Railway and Union Pacific Railroad. In this program, employees can report "close call" incidents without fear of sanction or penalty from the railroad or the federal government.

"The Close Call project is critical to our efforts to reduce on-the-job incidents and injuries," said Federal Railroad Administration (FRA) Administrator Joseph Szabo.

FRA currently requires railroads to routinely report a wide range of accidents and incidents. "Close calls" are not required to be routinely reported but are potentially very serious. In order to participate, NJ TRANSIT, the United Transportation Union, the Brotherhood of Locomotive Engineers and Trainmen, and the American Train Dispatchers Association each ratified an agreement with the FRA to allow employees to make confidential reports of close calls.

The Bureau of Transportation Statistics is assisting FRA on this groundbreaking research effort using its unique authority to protect the confidentiality of the data. [Federal Railroad Administration]



PRR, PRSL & LIRR EVENTS IN JANUARY

Jan. 1, 1880 - Meeting held at Frederica, Del., in favor of a Delaware Railroad branch from Dover to Rehoboth, Del.

Jan. 17, 1885 - PRR holds official celebration of opening to Reading, Pa.

Jan. 1, 1900 - PRR begins operation of Lancaster & Reading Narrow Gauge Railroad (Lancaster-Quarryville) under agreement of Nov. 22, 1899.

Jan. 27, 1913 - PRR special committee reports on proposed purchase of Atlantic Coast Line; postpones action as PRR needs all capital for its own improvements.

Jan. 28, 1918 - PRR annuls all passenger service out of Philadelphia in afternoon; 25,000 men commandeered from all operating departments and temporary hires are put to work shoveling snow; drifts on The Hill up to 18 feet deep; tracks reopened on night of Jan. 29.

Jan. 1922 - Kennett, Pa. station renamed Kennett Square on the Octoraro Branch.

Jan. 22, 1928 - PRR and Reading slash fares between Philadelphia and Atlantic City, Ocean City, Stone Harbor, Wildwood and Cape May to meet bus competition; two-day excursion round trip to Atlantic City is \$2.25 vs. \$4.12 regular fare, good through Oct. 31; PRR operates first Atlantic City excursion train ever via Delair Bridge.

Jan. 1, 1937 - Pennsylvania Greyhound Lines, Inc. becomes an operating company and assumes operation of all subsidiaries except those in Illinois, Indiana and Virginia.

Jan. 15, 1938 - Regular electric passenger service begins between Paoli

and Harrisburg with one round trip; first train is westbound *Metropolitan* arriving at 12:16 PM; GG1 No. 4859 was attached at Broad Street Station; first eastbound is the *Pennsylvania Limited*.

Jan. 15, 1940 - Eastbound "*The Spirit of St. Louis*" with streamlined K4s No. 3768 is first PRR train to cross St. Louis Municipal (later MacArthur) Bridge.

Jan. 1943 - Flag hung in Broad Street Station with a large star containing the total number of PRR employees in the military services and a smaller gold star containing the number of lives given for their country.

Jan. 6, 1950 - LIRR drops keystone herald and replaces with a new herald with "LI" in Futura lettering in a circle; also drops Tuscan red in favor of new grey and green paint scheme, both devised by Lester C. Tichy (1905-1981).

Jan. 15, 1953 - Brake failure on *Federal Express* entering Washington Union Station; GG1 No. 4876 and front of first car crash into concourse, demolishing trainmaster's office, and drop into basement; 41 injured.

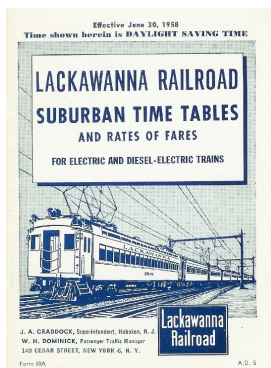
Jan. 3, 1954 - Last run of passenger service between Lancaster and York, Pa.

Jan. 5, 1956 - First test run of General Motors "Aerotrain" No. 1000 on PRR, Washington to Newark; on same day, second "Aerotrain", No. 1001 makes demonstration run on NYC between Chicago and Detroit in 4 hours.

Jan. 15, 1966 - Last runs of passenger trains between Camden-Broadway and West Haddonfield; tracks removed to permit construction of PATCO transit line on former PRSL right-of-way.

Jan. 31, 1968 - Final day of the Pennsylvania Railroad prior to merger with the New York Central System.

Christopher T. Baer, Hagley Museum and Library via Philadelphia Chapter, PRRT&HS - Used with permission



TIMETABLE 01- 10

For Lancaster Chapter News,
see "INSIDE THE BACK
PAGE"

Through Sunday, January 3, 2010

Holiday Festival of Trains at the B&O Railroad Museum in Baltimore, Md.

Info: www.borail.org.

Through Sunday, January 10, 2010

A Brandywine Christmas at the Brandywine River Museum. The museum celebrates the season with fabulous holiday displays including an extensive O-gauge model railroad. Info: www.brandywinemuseum.org/calendar_events.html.

Saturday, January 2 and Sunday, January 3, 2010

Greenberg Train Show at the Dulles Expo Center in Chantilly, Va. Info: www.trainshow.org.

Sunday, January 3, 2010

Miniature Railroad Club of York 66th Annual Open House at 381 Wheatfield Street, York, Pa. from 1 p.m. to 5 p.m. Adm: \$3.00 donation. Info: Ivan Frantz, Jr. 717-225-5470, www.mrrcy.com.

Friday, January 8 through Sunday, January 10, 2010

Winter NRHS Board of Directors' Meeting at the Charleston Place Hotel

in Charleston, SC - hosted by the Charleston Chapter.

Saturday and Sunday, January 9-10, 2010

Greenberg Train Show at the York Expo Center, 334 Carlisle Avenue, York, Pa. Info: www.trainshow.org.

Saturday and Sunday, January 9-10, 16-17, 23-24, 2010

Schuylkill Valley Model Railroad Club Open House at 400 S. Main Street, Phoenixville, Pa. from 1:00 p.m. to 5:00 p.m. Free admission. Info: www.svmrrc.com.

Saturday and Sunday, January 23-24, 2010

World's Greatest Hobby on Tour at the Dulles Expo Center in Chantilly, Va. Info: www.trainshow.org.

Saturday and Sunday, January 30-31, 2010

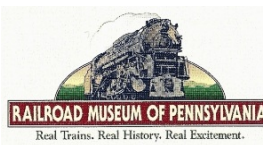
Amherst Railroad Hobby Show at the Eastern States Exposition, 1305 Memorial Avenue, West Springfield, Ma. Info: www.AmherstRail.org. Admission: \$10, Expo Parking: \$5.

Saturday, February 6, 2010

Super Saturday Streetcar Special XVII using a PCC-II over SEPTA's southwest Philadelphia routes by the Wilmington Chapter, NRHS. Info: www.daylightimages.com/streetcar.

Saturday and Sunday, February 20-21, 2010

Greenberg Train Show at the Valley Forge Convention Center, 1160 First Avenue, King of Prussia, Pa. Info: www.trainshow.org.



Railroad Museum Cuts Staff

Strasburg, Pa. - The Railroad Museum of Pennsylvania has laid off more than half its staff, owing to state budget cuts, *WGAL News* in Lancaster, Pa., has reported. Workers were notified of the cuts earlier this week. The museum employs 16 people; nine of them lost their jobs in the latest layoff. The workers will receive two weeks' severance pay. [*TRAINS News Wire*]



Riding the Reading....

Reading Company events in January

Jan. 12, 1835 - First annual meeting of the stockholders of the Philadelphia & Reading.

Jan. 20, 1910 - Contract date to build new station at Tioga.

Jan. 1, 1955 - Reading begins TOFC service between Philadelphia and Chicago via Alphabet Route.

Jan. 17, 1973 - Trustees of Reading, CNJ and LV meet in Philadelphia to discuss merger.

DECEMBER, 2009

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, December 21, 2009. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 47 members present and 1 guest. President Shenk led those assembled in the Pledge of Allegiance.

MINUTES: Tom Shenk made a motion to approve the October minutes. Steve Himpls approved the motion and Marlyn Geesey seconded the motion. The October membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: In First Vice-President Fred Kurtz's absence, Tom Shenk announced that if anyone has dues renewals, they can remit them

and Tom will pass them on to Fred.

CHAPLAIN: Chaplain Doris Geesey read a verse for Christmas. The chapter membership sang "Silent Night." Doris announced the following chapter members have had cataract surgery: Elsie Minnich, Helen Snyder, and Karen Roth. Linda Himpst had neck surgery. Doris Depew had back surgery. Mary Kerchner broke her arm and will need surgery. Our Chaplain, Doris Geesey, also had surgery recently. Tom reported that 50-year chapter member Carl Connelly passed away. A brick will to be dedicated in his memory and placed in the Christiana Freight Station's walkway. If anyone has any information on any chapter members, please pass it along to our Chaplain.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for November. Tom Shenk announced that Charles Jones and Bill Richard have volunteered to be on the Audit Committee. Tom Shenk announced that he would like to set up a website for the Lancaster Chapter. If anyone is interested in helping get the website up and running, please contact Tom. The chapter website will be NRHS1.org.

NATIONAL DIRECTOR'S REPORT: Smoke Shaak announced that he will be attending the Board of Director's meeting in January. The meeting will be held in Charleston, South Carolina.

BOARD OF DIRECTOR'S REPORT: There was no Chapter Board Meeting in December.

TRIPS: Ron Irwin gave an update on the chapter trip to Cape May set for January 30, 2010. Ron announced that the 2nd bus is being filled. If anyone is interested in going, please send in your order forms. Dennis Allen announced that he received profit checks from the chapter trips: from the chapter membership trip to Tioga, a check for \$1050.00 and from the Mexico cruise in October, a check for \$5500.00. Dennis also announced a cruise to Europe set for Thursday, August 26 to Wednesday, September 8, 2010. Some ports of call are: Copenhagen, Northern Germany, Stockholm, Helsinki, St. Petersburg, Russia and Estonia. More information about the cruise will be in the newsletter. Tom thanked Ron and Dennis for all their time and work getting the trips together for the chapter. Tom also thanked Glenn and Cindy for their efforts, usually not apparent to chapter members, in keeping the Christiana Freight Station running.

ANNOUNCEMENTS: Tom announced that he is still looking for a Kitchen Coordinator to run the kitchen. If interested, please contact Tom. Glenn thanked everyone who came to help decorate the Freight Station on Thursday, December 3. Glenn reported that the Freight Station Christmas open house (Saturday and Sunday, December 19, 20) went well despite the amount of snow Christiana received.

NEW BUSINESS: Tom Shenk reported that he would like to amend some of the Chapter Bylaws. If anyone is interested in joining the committee to change the bylaws, please contact Tom. Tom also announced that the January 11 Board Meeting has been canceled. The February 8 Board Meeting will be held as scheduled. Tom announced that if anyone is interested in helping apply for an N.R.H.S. Heritage Grant for the caboose, please contact Cindy Bowers or Steve Himpst. A door prize was drawn for a four pack of Strasburg Rail Road tickets - the winner was Charles Jones. Steve Himpst collected the scrap metal from around the Freight Station and received \$32.00 when he sold it. Steve also gave an update on the caboose. Plans are to do some body work, painting and change out the railings.

ADJOURNMENT: The chapter meeting was adjourned at 8:00 p.m. for the Chapter's annual Christmas Party.

Respectfully Submitted: Donetta M. Eberly - Secretary



OPERATION LIFESAVER REMINDS YOU...

It is not safe to walk between the cars of standing trains.



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS

New Pennsylvania Bulk Transfer Facility Opens

A Veteran's Day ceremony marked the opening of a bulk transfer facility at Newberry Yard in Lycoming County, Pa., designed to improve rail-to-truck intermodal moves. The facility, which will be operated by Bulkmatic subsidiary Railway Unloading Services LLC, is served by short line Lycoming Valley Railroad.



Pennsylvania Short Line Bucks Soft Economy

Many regionals and short lines have struggled through 2009 amid a weak economy and soft traffic demand. During the year's first 49 weeks ending Dec. 12, 336 small railroads handled 4.2 million carloads, down 25.7 percent compared with volume from the same 2008 period, according to RMI's latest RailConnect Index of Short Line Traffic.

But don't count the Reading, Blue Mountain and Northern Railroad Co. (RBMN) among the traffic-declining crowd. The 300-mile short line has grown its business significantly this year in eastern Pennsylvania — so much so, it hired additional employees, purchased more than 100 new rail cars and two locomotives, and spent millions of dollars to upgrade infrastructure. "Our customers have shown their confidence in us by continuing to expand their facilities on our railroad," said RBMN owner and Chief Executive Officer Andrew Muller Jr. in a prepared statement.

To reward its full-time employees for a banner year, the short line will provide them an extra week of vacation, as well as an all-expense paid cruise or vacation to Disney World in Orlando, Fla.; Branson, Mo.; Williamsburg, Va.; or London, England. RBMN employs more than 150 people. "This is our way of saying thank you for a job well done," said Muller. "I am proud that in the worst economy since the Great Depression we did not layoff any employees, [and] had no furloughs or reductions in hours."

After bucking the recession in 2009, RBMN is "poised for a fantastic 2010" in part because of new traffic that'll be generated by natural gas production from the Marcellus Shale, said Muller. [*Progressive Railroading*]

THIS MONTH'S BANNER PHOTO

The winter season has settled on the Baltimore and Ohio's Cumberland, Maryland to Huntington, West Virginia mainline. In a view from the fireman's seat of the cab of an eastbound freight, the westbound *Metropolitan* cruises into view through the fresh snow. The mail-heavy train is led by two E8s, and helped up front by an A-B-A set of blue F-units. The train may be made up of a hodgepodge of equipment, but it certainly would be fun to go back to the B&O during the winter of 1966. Painting by Mike Danneman.

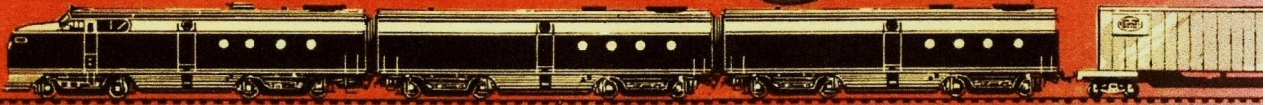


CAPE MAY SEASHORE LINES AT WOODBINE, NJ - NOV. 7, 2009



Headlight

JANUARY 1965



1965

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24 31	25	26	27	28	29	30

FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

MAY

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23 30	24 31	25	26	27	28	29

JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER

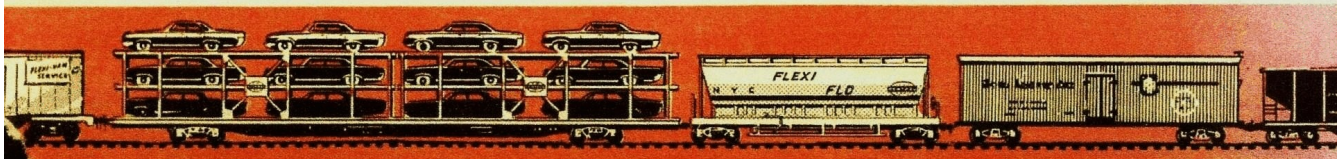
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24 31	25	26	27	28	29	30

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



January 1965 issue of New York Central's employee magazine, "Headlight" - this calendar may also be used for 2010

Lancaster Chapter NRHS Presents: Cape May Seashore Lines Winter Spectacular

After the holidays cabin fever starts to set in and we yearn for spring. This year help make winter go faster by joining us for a trip to ride the Cape May Seashore Lines. Saturday, January 30, 2010. We will travel by motor coach from Lancaster to Tuckahoe, New Jersey. Tuckahoe at one time was served by two railroads: Reading Company and the Pennsylvania Reading Seashore Lines. Tuckahoe was a very important junction on the Cape May branch for over 100 years.

All Reading, Pennsylvania, and Pennsylvania-Reading Seashore Line trains operating to the New Jersey resort communities passed through Tuckahoe. Three original restored structures of the former Reading Company remain today. They are the passenger station (built in 1897), the interlocking tower (built in 1906), and the steel water tank (built in 1922). We will board our train and travel north to Richland. Richland was served by the Reading, Pennsylvania-Reading Seashore Lines and unlike Tuckahoe the Pennsylvania RR stopped in Richland. In 1976 the P.R.S.L. became part of Conrail which continues to operate freight rail service through Richland to Beesly's Point. Local passenger service ended in Sept. 1935 and the last time a scheduled passenger train passed through Richland was October 1981. In October 2005 Cape May Seashore Lines started regular scheduled excursion service between Richland and Tuckahoe.

Once we arrive in Richland we will have time for photo opportunities, visiting shops, eating establishments and the Patcong Valley Society of Model Railroading. The society dates back to the 1950's when the original railroad was built in a chicken coop. They are now renovating the interior of an old warehouse which will be home to a new railroad design that will cover approximately 2000 sq feet. It will carry a similar theme to the previous designs which include Penna., New York and Northern New Jersey railroad features.

We will then board our train for a return to Tuckahoe. There we will have a short layover for photo opportunities and restroom stop. After our stop we will go south to Woodbine where we will have a photo stop at the Woodbine trestle. We then will return to Tuckahoe. After a day of railroading it makes one hungry. I have made dinner reservations in Cape May at the famous Lobster House on Fisherman's Wharf. They serve fresh seafood made available from their own fleet of boats. Be sure to stop by their fish market for seafood or gifts to take home. This should be a wonderful day of railroading and is available to all chapter members and their family and friends. **Please find the order form on the back of this page.**

Ticket price will vary depending on which meal is chosen. There will be NO discounted child price.

Ticket price includes roundtrip motor coach, chartered train, Pactong Model RR, dinner and all tips (bus driver, wait staff). I expect this trip to sell fast so do not delay. Please send a S.A.S.E. and check (payable to Lancaster Chapter NRHS) to Ron Irwin 15 Highland Drive Lancaster Pa. 17602. Questions: (717)-299-6405 between 9 am-9pm.

Name _____

Address _____

City, State, Zip _____

Phone _____

All entrées include garden salad, potato and vegetable, hot bread, coffee, tea and dessert.

\$87.00 Chicken Francaise- (boneless breast of chicken dipped in egg batter, sautéed in white wine, lemon and butter) Number of tickets: _____

\$91.00 Baked Stuffed Flounder- (fresh fillet of flounder stuffed with delicious blend of crab imperial, scallops, shrimp and topped with a moray cheese sauce) Number of tickets: _____

\$98.00 Port and Starboard- (5 ounce filet mignon and ½ lobster with seafood stuffing) Number of tickets _____

Total dollar amount: _____

Cancellations. Unless we can resell your seats, we may not be able to refund any last minute cancellations.

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

CHAPTER FUND-RAISER TRIP ANNOUNCED*BROCHURE TO FOLLOW – WATCH YOUR MAIL!***Norwegian Cruise Line – Northern European Capitals from London
Copenhagen, Berlin, Tallinn, St. Petersburg, Helsinki and Stockholm**NCL's Norwegian Sun – 13-Day Northern European Capitals Sailing from London
Air/Cruise Dates – Thursday, August 26, 2010 to Wednesday, September 08, 2010

Travel Arrangements by:

Ridgeway Travel – 798 B New Holland Avenue – Lancaster PA 17602-2137 – (717) 394-7000

Lancaster Chapter NRHS Trip Committee

(Questions? – Please call between the hours of 9:00AM and 8:00PM)

Dennis & Sue Allen at (717) 786-4932

Ron & Deb Irwin at (717) 299-6405

January 11, 2010 – BOARD MEETING CANCELLED

January 18, 2010 – Monday 7:30pm – Chapter Meeting - Christiana Freight Station

**Frank Ferguson is back with a slide presentation on Alaskan Railroading
A lot of chapter members have traveled to Alaska with the chapter
This program is likely to bring back some memories****January 30, 2010 – Saturday – Cape May Seashore Lines - Winter Rail Spectacular
Including dinner at the Lobster House in Cape May***ORDER FORM INCLUDED IN THIS NEWSLETTER*

February 08, 2010 – Monday 7:30pm – Board meeting at Christiana Freight Station**February 15, 2010 – Monday 7:30pm – Chapter Meeting - Christiana Freight Station****Chaplain Contact Information**

Doris Geesey

Phone (717) 347-7637

Email – rscooter2@comcast.net

Please keep our chaplain informed!

LANCASTER CHAPTER BOARD of DIRECTORS

President:	Tom Shenk	717-560-1186
Ist Vice President:	Fred Kurtz	717-625-1204
2nd Vice President:	Glenn Kendig	610-593-6313
Secretary:	Donetta Eberly	717-866-5514
Treasurer:	Leora Kennel	610-593-6592
Editor:	Ed Mayover	302-834-3662
Historian:	Evan Russell	610-269-7054
Chaplain:	Doris Geesey	717-347-7637
Ist Director:	Cindy Kendig	610-593-6313
2nd Director:	Tom McMaster	717-274-5325
National Director:	Harold Shaak	717-484-4020

MEMBERSHIP MEETING NOTICE

The Regular Membership Meeting of the Lancaster Chapter, NRHS will be held at the Christiana Freight Station, Christiana, Pa. on Monday, January 18, 2010, starting at 7:30 P.M.

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY
10 Railroad Avenue
Christiana, PA 17509-1416
610-593-4968**



The **LANCASTER DISPATCHER** is published monthly as the newsletter of the Lancaster Chapter, NRHS and is mailed to each member of the Chapter as one of the benefits of membership. Annual membership dues are \$56 (includes both Lancaster Chapter and National). Opinions and points of view expressed herein are those of the editor, staff or contributors and not necessarily those of the membership, officers, or the NRHS. The deadline for all items submitted is the fourth Monday of the preceding month. Address changes or corrections should be sent to: Fred Kurtz, 668 Snyder Hill Rd., Lititz, PA 17543-8945 or email: fkurtz@fredbkurtz.com

**PLEASE DELIVER PROMPTLY !!!
FIRST CLASS MAIL !!!**

LANCASTER DISPATCHER
EDITOR
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416

FIRST
CLASS
MAIL