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## OWNEY - THE RAILWAY MAIL SERVICE MASCOT

NANCY POPE, HISTORIAN

SMITHSONIAN NATIONAL POSTAL MUSEUM

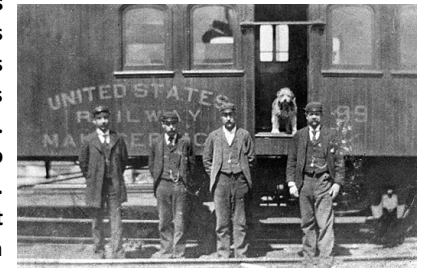


"OWNEY," the Famous Postal Dog.

On July 27, 2011, one of the National Postal Museum's most interesting objects was commemorated with a United States postage stamp. During his lifetime a scruffy mutt named Owney was the nation's most famous canine. From 1888 until his death in 1897 Owney rode with Railway Mail Service clerks and mailbags all across the nation.

Owney's story begins in 1888 with his attachment to the mail clerks and mailbags at the Albany, New York, post office. His owner was likely a postal clerk who let the dog walk him to work. Owney was attracted to the texture or scent of the mailbags and when his master moved away, Owney stayed with his new mail clerk friends. He soon began to follow mailbags. At first, he followed them onto

mail wagons and then onto mail trains, beginning an almost decade-long story of travels far and wide. Owney's journeys took him across the United States, into Canada, and possibly Mexico. On August 19, 1895, as part of a publicity stunt for the town of Tacoma, Washington, Owney left that city on a mail steamer and spent the next few months traveling around the world. He docked back in at New York City harbor in late December, returning by train to Tacoma on December 29, 1895.



OWNEY AND FRIENDS POSING WITH A U.S. RAILWAY MAIL SERVICE CAR



OWNEY WITH AN UNIDENTIFIED ALBANY, NEW YORK LETTER CARRIER

Among the first to visit the dog upon his arrival in town was often the local reporter, eager to learn where the dog had been, and share his travels with readers. This far-traveled canine would have achieved fame for his travels alone. But he also gathered attention for his fashion sense. Postal workers were the first to attach tokens to the dog's collar, but soon just about anyone and everyone who had the opportunity to give Owney a little souvenir of his trip did so. Before long the poor dog was carrying so many tags on his collar that he could barely keep his head upright. His mail clerk friends began shipping excess tags back to the Albany post office, where the postmaster soon put them on public display. Postmaster General John Wanamaker had a special harness built for Owney to wear, so his tags could be spread out evenly all over his body. A writer for the Brooklyn Daily Eagle reported that "Nearly every place he stopped Owney received an additional tag, until now he wears a big bunch. When he jogs along, they jingle like the bells on a junk wagon."

By the spring of 1897 Owney was in poor health. He had been "retired" from traveling and was living with a postal worker in St. Louis, Missouri. But the trains and the dog could not be separated and by June he was again riding the rails. On June 11, 1897 Owney was in the Toledo, Ohio post office. As usual, he'd followed the mailbags into the office where he was warmly greeted by postmaster Tucker and clerks.



OWNEY WITH HIS SPECIAL HARNESS AND TAGS ON DISPLAY AT THE SMITHSONIAN INSTITUTION



Owney had often seemed reluctant to let people look at his tags, and on this day that reluctance took a violent turn, attacking and biting a mail clerk. The postmaster called for the town's marshal, who shot and killed the dog. The Toledo clerks refused to bury their beloved mascot. Clerks across the country asked that the dog receive the honor they considered he was due by being preserved and presented to the Post Office Department's headquarters. Owney was kept on display by the Department, and then forwarded to the Smithsonian Institution in 1911.

Owney's travels continue to enchant new generations and finally, 123 years after Owney rode his first mail car, his place in America's postal history will be cemented with his appearance on a postage stamp. The stamp features a profile of Owney's face against a backdrop of a few of his many tags. Now Owney's fans can celebrate this most fascinating postal pup in a most postal way.





## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### **2012 MEMBERSHIP RENEWALS ARE DUE NOW!**

**DON'T MISS THE TRAIN! PLEASE REMIT YOUR 2012 DUES PAYMENT TO ENSURE THAT YOUR PAYMENT IS PROPERLY RECORDED AND YOUR MEMBERSHIP IS VERIFIED BY FERNLEY & FERNLEY BEFORE THE MARCH 31, 2012 DEADLINE.**

**IF YOUR DUES PAYMENT IS NOT RECEIVED AND PROPERLY RECORDED BEFORE MARCH 31, 2012, YOUR MEMBERSHIP IN THE N.R.H.S. WILL BE TERMINATED. RENEWALS SUBMITTED AFTER APRIL 1, 2012 WILL BE PROCESSED AS A NEW MEMBER.**



### **AMTRAK TO LEAD NEXT PHASE OF RENOVATIONS AT LANCASTER TRAIN STATION**

#### **Capstone project to address passenger areas**

**WILMINGTON** – Following discussions with its state and local partners, Amtrak announced Dec. 28 that it is taking the lead on the next phase of

renovations at the Lancaster Train Station. The Capstone project will address the much anticipated rehabilitation of the passenger areas, including interior work to the waiting room, concourse, restrooms and hallways, and exterior work to stairways and platforms.

“Amtrak, PennDOT, Lancaster County Planning Commission and Lancaster County Transportation Authority are dedicated to seeing that the necessary improvements to the station – interior and exterior- are made for the benefit of our passengers and the community as a whole,” said Amtrak Sr. Director of Major Project Partnerships Marilyn Jamison.

“PennDOT recognizes the value of the Lancaster train station to the community and to the Keystone Service as a whole,” said Deputy Secretary for Local and Area Transportation Toby Fauver. “We’re pleased to partner with Amtrak, Lancaster County and the local government and business community in bringing the station to its full potential, improving amenities for passengers on this successful train service.”

“The Lancaster County Transportation Authority supports Amtrak taking the lead on the Capstone Project and appreciates their commitment to their customers and our community in making the Lancaster Station the gem of the Keystone Corridor,” said Chairman of the Lancaster County Transportation Authority Terry L. Kauffman.

Amtrak intends to release detailed information including project scope and timeline in mid-January as the first phase of the station renovation nears completion. An important goal is to seamlessly move forward from one phase to the next and to start Capstone construction work as soon as possible without losing substantial time.

Amtrak engineering forces, utilizing data gathered from the Capstone report commissioned by PennDOT, have identified a three-phased approach to completing the station renovation and rehabilitation project. The three phases are short term work that can be completed by Amtrak forces, long term work that will require a standard design-bid-build project delivery method and work to be completed under the Amtrak Accessible Stations Development Program. The Capstone project builds upon the major station infrastructure improvements completed during the first phase of the project.

The Lancaster train station serves Amtrak’s Keystone Service (Harrisburg – Philadelphia – New York) and Pennsylvanian (Pittsburgh – Harrisburg

– Philadelphia – New York). For fiscal year 2011, 539,338 passengers arrived or departed from the station making it the 3rd busiest Amtrak station in Pennsylvania and the 22nd busiest station in the Amtrak national network. [Amtrak]

### **MANAGEMENT BUYOUTS BRING STRESS TO AMTRAK**

**WASHINGTON** — In an effort to save money and cut back on management personnel, Amtrak offered buyouts to its management staff. That’s led more than 160 managers to accept buyouts, including a number of experienced managers whom Amtrak wanted to keep. More personnel will be cut over the next few months.

The move by Amtrak President Joe Boardman is part of an effort to save money and avoid any train cutbacks as Congress squeezes Amtrak’s budget. However, a number of sources said so many key positions have been cut that some managers feared safety and operations could be compromised. In a few cases, Amtrak managers said they would leave even if Boardman declined their buyout requests, partly to protest the cuts in safety-sensitive positions.

Amtrak officials scoffed at the idea that safety would ever be compromised. “That’s just not true,” said Brian Gallagher, Boardman’s director of operations and coordination. “No safety-sensitive positions will be cut.”

Joe McHugh, vice president for government affairs and communications, said that Amtrak is constantly under pressure from some politicians to cut the cost of long-distance trains, and “we don’t want to lose our national system trains.” Money-saving moves are necessary, he said.

McHugh also said it is natural for an organization to be under emotional pressure at a time of buyouts and cutbacks. “A lot is going on,” McHugh said. “It is, unfortunately for some, a very stressful time.”

McHugh said Amtrak management had become “oversized,” and it was time to streamline the organization as the company implements its strategic plan. He said he hopes that many of the people who leave will be able to get a job quickly, and that all will receive severance packages.

However, others in the organization said tension now is higher than it needs to be. For instance, those who chose not to take the buyout know there will be other cutbacks, but they have no idea whether those cutbacks will be accompanied by layoffs or buyouts, how big those cutbacks will be, or what the resulting organization will look like. Would they even want a job in the new organization? Amtrak has never said how many positions it wants to eliminate, leading to more tension. In the past three years, Amtrak has added about 250 new management positions around the country, but it is unclear whether that number is relevant to the planned buyouts and layoffs.

Lack of knowledge makes the cutbacks more stressful than they need to be, according to insiders. “The critical question to be asked is what the new organization actually looks like, since no one has seen it,” said one official who did not take a buyout. “Organizational change is a major undertaking that requires good communication across the organization.”

Several sources said Boardman has contributed to the nervousness by being uncommunicative and testy during the process. In one case, a top official who was reorganized into a new job asked Boardman what his new duties would be. Sources said Boardman replied, “You figure it out,” and walked away.

Numerous Internet notes from inside Amtrak have criticized Boardman. For instance, one said, "It is increasingly obvious that the CEO is moody, abusive, and really doesn't have a plan." It is not possible to determine the exact truth of any of these statements. None of the authors wanted to be identified for fear of retribution. Asked about these notes, one Amtrak official who did not want to be named said, "I would only add that the situation is actually worse than you describe. Boardman is imploding, and the scene you described is occurring with different people on a daily basis. It is truly ugly, and getting worse."

Gallagher replied, "This is all news to me." McHugh said people always tend to exaggerate at times of stress and change. Amtrak meanwhile will handle the downsizing in "the most humanistic way possible."

[Don Phillips, TRAINS News Wire - December 5, 2011]

#### AMTRAK BOSS ADDRESSES 'UNCERTAINTY' IN LETTER TO EMPLOYEES

WASHINGTON — Amtrak President Joseph Boardman penned a letter to the company's employees Dec. 7, seeking to settle "uncertainty" as the company cuts some management positions. TRAINS columnist Don Phillips wrote about the concerns of some employees Dec. 5.

Boardman laid out the planned restructuring, and made the case it was necessary for Amtrak to survive. "We must operate a more competitive company and it must reflect the realities of the competitive environment today," he wrote. "We have global competitors coming into our backyard and convincing members of Congress, state, and commuter officials and others that they can do a better job than Amtrak. We are also in competition for federal assistance across transportation modes."

While he defended the changes as necessary "for a stronger future," Boardman acknowledged that "when it affects [employees] directly, that high-minded idea gets lost. That's the tougher part of leading change."

[TRAINS News Wire - December 7, 2011]

#### AMTRAK BOSS: LONG-DISTANCE TRAINS ARE SACROSANCT

Amtrak President Joe Boardman says all long-distance trains will be protected as long as he is head of Amtrak, without any exceptions.

In an impromptu interview while touring mockups of new single-level equipment at a design facility in Maryland, Boardman said he had heard talk that he was favoring Northeast Corridor trains and would allow long-distance trains to go away. That is not true, he said, adding that Amtrak is looking for methods of squeezing its budget other than cutting service.

"We're not cutting any long-distance trains," he said, adding that the same statement applies to all other service, including short-distance service, whether it receives state subsidies or is fully paid for by Amtrak. "We're not cutting any service."

Asked why he had not made such an unequivocal statement earlier as Internet chatter speculated he was out to get the long-distance trains, Boardman said, "I'm not a big bragger."

Boardman also said he is looking for ways to finance other equipment beyond the 70 electric locomotives and 130 single-level cars that have already been ordered, as well as the 40 extra cars for current Acela trains that will be ordered next year. However, he said he cannot yet announce any other purchases.

Amtrak has been offering a series of voluntary buyout packages to managers, with almost 160 managers taking the first round. Boardman did not offer any clues about an expected second round of cuts, including whether they will include buyouts or layoffs or some combination. There are reports those buyouts have stirred anger inside Amtrak headquarters and led to the departure of a number of experienced senior managers including some Amtrak did not want to lose.

In a lengthy prepared statement, Boardman said he knows there is "a feeling of uncertainty in the air for some of you, and that many of you have questions." He said he does not yet have the answers, but "we need

to ask ... how can we do a better job to minimize costs, what can be done differently so that cost is lower without hurting the safety, customer service, or reliability? Even more importantly, why are we still doing things in a way that does not take advantage of all the improvements available today? What should we stop doing?" [Don Phillips, TRAINS News Wire - December 12, 2011]

#### TITAN WINS AMTRAK MARKETING CONTRACT

Advertising company Titan says it has landed the exclusive right to sell Amtrak's media in the Northeast Corridor from New York to Washington D.C., beginning Jan. 1, 2012.

The contract encompasses station dominations in Washington D.C.'s Union Station, Penn Station in Baltimore, 30th Street Station Philadelphia, and New York's Penn Station. In addition to those main hubs, there are more than 40 additional stations with Amtrak media that Titan will now also sell for Amtrak.

The new Amtrak hubs complement Titan's existing Northeast Corridor properties which include Southeastern Pennsylvania Transportation Authority (SEPTA), Port Authority Transit Corporation (PATCO) and New Jersey Transit. Together, these assets give Titan dominance in the region. Titan will run the business out of its New York and Philadelphia offices.

"We've wanted to partner with Amtrak since we first started working in Philadelphia back in 2005," said Titan Executive Vice President and General Manager Jeff Randazzo. "We're looking forward to bringing new revenue-generating ideas to Amtrak, as well as to our clients. This certainly strengthens our ability to reach the business traveler and so many others who use Amtrak's Northeast Corridor."

Titan says Amtrak's station dominations are made up of diverse creative media formats, including two-sheets, three-sheets, stair risers, floor graphics, wall banners, kiosks, back-lit dioramas, column wraps, and clock media. [Railway Age Rail Group News]

#### AMTRAK SAYS IT NEEDS NEW YORK STATION THAT MAY BE TOO COSTLY



A RENDERING SHOWS THE PENN STATION CONNECTOR TO MOYNIHAN STATION  
SKIDMORE, OWINGS & MERRILL



For Amtrak to move more passengers on trains between Washington and Boston, its only profitable route, it must move out of New York's Penn Station, said Drew Galloway, (Amtrak) assistant vice president for the eastern region.

The new space it covets is across the street, where New York state and two developers plan to transform the 97-year-old James A. Farley Post Office

into a \$1 billion train hall and retail complex.

The rub: Officials at U.S. taxpayer-subsidized Amtrak, which lost \$1.3 billion last fiscal year, say they can't afford to leave Penn Station, which the railroad owns, unless their new home is effectively rent-free. With the development's finances unresolved, New York officials haven't made guarantees.

"Either we are able to expand the station capacity to accommodate more passengers, or we can't expand the service on the corridor," Galloway said. "It's that simple."

Other potential sources of project funding have dried up or face constraints. Congress last month killed the fiscal 2012 budget for President Barack Obama's high-speed rail program and cut Amtrak's annual subsidy by \$65 million.

The Port Authority of New York and New Jersey, which is managing construction for the state, raised tolls in August by 56 percent over five years to shore up its budget. The real estate developers will spend money on the project after negotiating final terms with the state, Timothy Gilchrist, president of Moynihan Station Development Corp., a unit of New York state's business-investment agency, said in an interview.

The project is named for the late Senator Daniel Patrick Moynihan, a New York Democrat, who first championed it almost 20 years ago.

#### 'Modest Increase'

Amtrak won't have to help pay to build its new home, Gilchrist said. How much it will contribute to operations is under discussion, though Washington-based Amtrak won't occupy it if it faces more than a "modest increase" from costs at Penn Station, Galloway said in an interview.

Penn Station is North America's busiest passenger-transportation center, handling more travelers than the New York region's three airports combined, according to the June 2010 state plan outlining the project.

It's in the middle of Amtrak's Northeast Corridor, where ridership on regional and Acela trains grew 30 percent to 10.9 million in fiscal year 2011 from 8.4 million in fiscal 2000, according to the railroad.

#### 'Running of Bulls'

The Acela, which can reach 150 miles per hour, captured 74 percent of the airline-rail market between New York and Washington in fiscal 2011, Stephen Gardner, Amtrak's vice president of Northeast Corridor infrastructure and investment development, said at a conference last month. In 2000 it was 37 percent.

Amtrak passengers represent a small fraction of people who use Penn Station, which is also served by New Jersey Transit, Long Island Rail Road and New York subways. More than 600,000 people enter the station daily; 25,000 to 30,000 ride Amtrak, Galloway said.

Separating Amtrak from local trains would stop some of the ripple effect in operations that a problem with one train can cause, Galloway said.

It also would remove Amtrak riders from the crush of commuters that descend on Penn Station during rush hours like a "running of the bulls," Fred Bartoli, transportation project manager for Moynihan Station Development, said.

Two former Amtrak presidents questioned whether the railroad must relocate to carry more passengers on Northeast trains.

"The tracks under the Farley Building and Penn Station are the same tracks," Tom Downs, president from 1993 to 1998, said by phone. "Without a way to increase the number of platforms, it doesn't increase capacity."

#### Longer Trains

David Gunn withdrew Amtrak from the project in 2004 when he was president, saying it was too expensive as the railroad faced possible bankruptcy. Current President Joseph Boardman in 2009 renewed the commitment.

The post-office redevelopment is "an example of how the whole transportation planning system has broken down," Gunn said in a phone interview. "It was controlled by a bunch of rich developers."

Galloway agreed the project won't add tracks to the 21 that run under Penn Station; 13 of those continue beneath the Farley building. It will create "much-needed passenger waiting space" and escalators, elevators and stairs to platforms, he said.

"Even though the number of trains may not increase they can grow in length" as the new station could accommodate more riders, Galloway said.

The Farley complex is distinctive for its inscription "Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds."

#### Development Rights

The first phase of the renovation, to expand the underground concourse on Penn Station's west end, began last October and is scheduled to be completed in 2016. The second phase is to include the train hall and developing the complex's west side for residential and commercial use.

Building Amtrak's new site will take 3 1/2 to 4 years and make available 2.5 million square feet of development rights the private-sector partners can transfer to other sites or sell, Gilchrist said. Phase two will be financed by a public-private partnership with New York-based developers Vornado Realty Trust (VNO) and Related Cos LLP.

#### 'Funding Gap'

The development rights may yield several hundred million dollars "but there will still be a funding gap and it's not clear how that will be filled," Juliette Michaelson, director of strategic initiatives for the New York-based Regional Plan Association, said in a phone interview.

The U.S. Transportation Department rejected the state's request for \$50 million for Moynihan Station design plans earlier this year. U.S. Representative John Mica, the Florida Republican who's chairman of the House transportation committee, said the department shouldn't put more resources into the project until the developers contribute.

"There's plenty of federal money in it," Mica said in an interview. "I want to see the green dollar bills from the private sector."

#### Vornado, Related

Vornado and Related in 2006 committed \$313.8 million to the project. Though a final deal wasn't struck, they made a \$10 million refundable deposit, according to a 2005 document prepared for the Moynihan Station Development board.

Joanna Rose, a spokeswoman for Related, and Wendi Kopsick, a Vornado spokeswoman, declined to comment on negotiations.

Governor Andrew Cuomo, a Democrat, last week offered a job-creation plan that includes \$300 million for the Port Authority to spend on capital projects. That may provide enough money to start the second phase, Michaelson said in an e-mail.

To offset any costs of space at Moynihan Station, Amtrak may renovate and rent its space in Penn Station to retailers, New Jersey Transit and the Long Island Rail Road, Galloway said.

Moynihan Station may end up saving Amtrak money, Galloway said.

"If we didn't have this opportunity, then we would be looking at probably several hundred million in capital investment, in life-safety improvements for the area of Penn Station that Moynihan is taking care of for us," he said. *[Lisa Caruso - Bloomberg News]*





### CSX INTRODUCES IMPROVED CARBON CALCULATOR

JACKSONVILLE, Fla. - CSX has launched an improved Carbon Calculator aimed at helping consumers and businesses better understand the key role freight rail plays in a sustainable supply chain.

"CSX's online Carbon Calculator not only helps our customers make smart supply chain decisions, it also helps educate consumers about the path items take to get to store shelves or their front door," said Carl Gerhardstein, assistant vice president, environmental systems and sustainability. "This tool demonstrates our commitment to responsible business and helps consumers understand how freight rail positively affects the life-cycle of the goods they buy."

To demonstrate the efficiencies of CSX's network, the calculator compares the carbon emissions generated by freight rail to those of long-haul trucks over similar routes. Consumers are able to choose from a number of variables - from the type and volume of goods transported to the length of the route - to estimate the average carbon emissions reduced by shipping via rail.

The tool also plays an important role for businesses, helping them optimize their supply chains as they bring goods to market more sustainably than ever before. The calculator provides shippers an opportunity to better understand the environmental benefits of shipping their goods via rail. The tool shows how intermodal shipments - combining both truck and rail transport to maximize efficiency - can drastically reduce carbon emissions.

Check out CSX's enhanced carbon calculator on [www.CSX.com](http://www.CSX.com) to learn how freight rail can reduce the environmental footprint of businesses and consumers alike. [CSX Corp.]

### CSX BEGINS ON-DOCK SERVICE AT VIRGINIA PORT

CSX began the start of on-dock rail services at the Virginia Port Authority's APM Terminal in Portsmouth on Jan. 3, 2012.

With the conversion to on-dock rail service at APMT, customers have the service that has been offered via drayage, but CSX will now use a rail connection with the Commonwealth Railway in Suffolk to access APMT. The new on-dock rail service builds upon the railroad's National Gateway initiative to improve connectivity and efficiency between U.S. East Coast ports and the Midwest. As transition to this improved service connection:

- Customers with rail traffic originating at or destined to APMT should continue to rail bill their shipments as 'Portsmouth APMT.'
- Existing CSX rates for Portsmouth APMT will still apply after the service is converted to rail.
- All traffic en route at the time of the service conversion will be monitored closely and transferred by dray to APMT if it arrives at the CSX Portsmouth local ramp.

CSX will continue to provide rail service at the CSX Portsmouth ramp, as well as drayage service between Norfolk International Terminal (NIT) and Portsmouth ramp in coordination with Virginia International Terminals.

[Railway Track and Structures]



### NS DOUBLE-STACK TRAINS BEGIN TO TRAVERSE 'HEARTLAND CONNECTOR' IN OHIO

On Jan. 15, Norfolk Southern Railway, the Ohio Rail Development Commission (ORDC), Ohio-Kentucky-Indiana Council of Governments and Ohio Department of Transportation marked the first double-stack intermodal train to travel along the new Heartland Connector between Cincinnati and Columbus.

The first train culminated a \$6.1 million effort to upgrade the rail line, which will provide "substantial" benefits to shippers and the general public, the parties said in a joint statement. They expect the connector to

reduce transit times from the Port of Hampton Roads to Sharonville, Ohio, by one to two days for Monday-Wednesday departures; add an additional day of service frequency from both Norfolk International Terminals and the Portsmouth APMT marine terminal to Cincinnati and Detroit; improve service consistency and reliability between the markets and the Port of Hampton Roads; and reduce the number of long-distance trucks on interstate highways, such as I-71 and I-75.

The Class I's double-stack trains previously traveled from the port to the Midwest via an elongated and congested path through southeastern Tennessee and into a busy rail yard in Cincinnati, NS and government officials said. Now, trains can follow a less busy route along NS' Heartland Corridor through Columbus and Sharonville on the way to Detroit, they said.

To create the connector, the public-private partners opened clearances at five locations between Cincinnati and Columbus, and installed new track at the Rickenbacker Intermodal Terminal near Columbus. Financial support for the project included \$3.6 million from the federal government, which was administered by ORDC, and matching contributions from NS and the council of governments.

Meanwhile, NS on Jan. 16 opened a new Albany-area intermodal terminal in Mechanicville, N.Y., that will serve the Port of Albany. The terminal provides services for containers only, including 53-foot domestic private, EMP or ocean containers. [Progressive Railroading Daily News]

### NEW YORK BRIDGE REPLACEMENT WOULD BENEFIT COMMUNITIES, BUSINESSES

LETCWORTH STATE PARK — New economic opportunities and Marcellus Shale drilling are two factors in Norfolk Southern's plans to replace the historic Portage bridge.

Replacing the bridge is the last step in the railroad's upgrades to the old Southern Tier route from Buffalo to Binghamton.

"The route connects Western New York communities and businesses with international markets by way of east coast ports," said NS Public Relations Manager David Pidgeon. "Additionally, 10 short-line railroads benefit from this rail line, and if the line is closed, it will have serious consequences for their businesses."



PORTAGE BRIDGE AS IT APPEARS TODAY

"It could also have serious consequences for freight rail in New England, Canada and the Midwest," he continued. "Railroad lines are symbiotically connected, and it's not unusual for one small sector to affect an entire region."

Norfolk Southern applied last month with the Canadian Pacific Railway and DOT for \$17.75 million in federal funding to replace the old bridge. They cited safety issues and said the 136-year-old span is obsolete.

A new bridge would be built 75 feet south of the existing structure.

Among the biggest economic factors are Norfolk Southern's plans for a new intermodal service linking the Buffalo region with the Port Authority of New York and New Jersey. Those plans were outlined in a July 2010 presentation the railroad to the Greater Buffalo Niagara Regional Transportation Council.

Intermodal traffic means the "double-stacked" trains carrying shipping containers. They're the railroad industry's fastest-growing market segment.

The Southern Tier Route is the only available option for the new service, but several investments are needed — especially replacing the Portage bridge, according to the 2010 presentation.

"A new bridge allows Norfolk Southern's plans to establish new lines of business with certainty; supports the ... goal of increased international freight movements," it reads.

Norfolk Southern also invested \$137.5 million in an intermodal venture called Pan Am Southern. The jointly-owned carrier operates from near Albany east to Massachusetts, Connecticut, and along the Vermont-New Hampshire borders.

For the project to remain viable, the Portage bridge must remain open, the presentation reads.

The line will also be needed to move large amounts of pipe and sand to the Southern Tier and Pennsylvania, for Marcellus Shale Development.

Such opportunities have made the existing Portage bridge a liability. Train cars are restricted to 273,000 pounds compared the 286,000-pound industry standard. Speeds are reduced to 10 mph compared to the line's 35 mph timetable.

The bridge's deterioration is also a worry.

Emergency repairs were conducted in 2009 after structural cracks and broken rivets were discovered. Trains were detoured — which forced delays — and a permanent closure would threaten the entire line's viability.

The bridge has also been listed among 10 major railroad bottlenecks statewide.

"The vitality of the region would be undercut by the closure of the line," Pidgeon said. "That's not an understatement. Shipments to natural gas developers have experienced impressive growth, intermodal shipments are up, too, and many companies and short line railroads depend on this line. Local economies and jobs would be at risk without a new bridge."

Major customers along the route already include Corning, Purdue, Cargill, Proctor & Gamble, Vestal, Frito Lay, and numerous other businesses. Freight loads include food and industrial products, finished vehicles, construction materials, iron, steel, soybeans, sweeteners and more.

About 30 active, planned and potential industrial development projects had been identified along the line as of 2010.

Plans currently call for the existing bridge to be torn down once its replacement is constructed. The old span was offered to the state Department of Parks, Recreation and Historic Preservation, which declined citing financial reasons.

No timeline has been set for the project.

"The replacement of the current bridge is of top importance for Norfolk Southern, both for safety reasons and economic reasons," Pidgeon said.

"Safety is Norfolk Southern's top priority, and as the state Department of Transportation has made clear, the bridge is approaching the end of its usefulness," he continued. "And when a bridge — which has a single purpose, and that's to transport rail freight across the Genesee River gorge — can no longer function safely, and can no longer carry modern trainloads across its span, the time has come to put innovation to use and draw up a replacement.

"The time for a replacement has arrived. Trains have to slow to 10 mph and to lighten their loads to cross that bridge safely, and trespassers regularly walk on that bridge, putting their safety and the safety of railroad employees at risk." [Edited from *The Daily News - Batavia, New York*]



#### DEIS EYES LRT FOR BERGEN COUNTY, N.J.

New Jersey Transit Dec. 13 posted the release of its Draft Environmental Impact Statement (DEIS) for rail service in the Northern Valley portion of Bergen County, N.J., across the Hudson River from New York City. With the standard no-build option as a baseline, NJT outlines two light rail transit options, each an extension of the existing Hudson-Bergen Light Rail Transit (HBLRT) service now reaching as far north as North Bergen (Hudson

County), N.J.

Each of the two options would extend HBLRT north into Bergen County for the first time. One option would terminate in Englewood, while the second "preferred" option would end one municipality further north, in Tenafly. The choices selected may be in large part political in nature, since Tenafly officials have voiced continual "concerns" over any potential LRT presence in the borough.

Publication of the "Northern Branch Corridor" DEIS by NJ Transit is the first public action taken by the corporation since plans for a trans-Hudson rail tunnel were terminated by Gov. Chris Christie late last year. NJT officials repeatedly had suggested at public hearings that an eventual "one-seat ride" would be possible for Northern Valley residents to Manhattan via the new tunnel, even though no specific plans were ever drawn up for such a possibility and motive power compatibility was a significant obstacle for such implementation.

Repeatedly urged by state rail advocates to reconsider its position, NJT in July 2009 instead announced its intention on extending HBLRT instead, per still earlier plans. NJT will hold public hearings in late January for comment on the DEIS. [Railway Age Rail Group News]



#### AECOM-STV VENTURE WINS MOYNIHAN STATION CONTRACT

AECOM Technology announced that a joint venture between AECOM, its Tishman Construction arm, and STV, Inc. was awarded a \$19 million contract by the Moynihan Station Development Corp. in partnership with the Port Authority of New York & New Jersey.

The joint venture will provide construction management services and rail expertise for the first phase of construction in Manhattan. The contract covers design reviews, construction staging, coordination between three operating railroads, and supervision of pedestrian concourse improvements.

The project's first phase includes the expansion and enhancement of the 33rd Street Connector between Pennsylvania (Penn) Station and the West End Concourse, which lies under the grand staircase of the Farley Post Office building on Eighth Avenue; the extension and widening of the West End Concourse to serve nine of Penn Station's 11 platforms; new vertical access points and passenger circulation space; and entrances into the West End Concourse through the 31st and 33rd Street corners of the Farley building. Phase 1 is slated for completion during 2016. [Railway Age Rail Group News]



#### SEPTA RECEIVES \$1.2 MILLION FEDERAL GRANT TO IMPROVE AIR QUALITY

The U.S. Environmental Protection Agency (EPA) has announced a \$1.2 million grant for the Southeastern Pennsylvania Transportation Authority (SEPTA) to convert a locomotive to a clean-diesel engine in an effort to improve air quality in and around rail yards.



SEPTA is repowering the engine of a 1950s-era conventional diesel locomotive with two generator sets and a diesel particulate filter. Slated for completion next year, the project will "drastically cut harmful diesel emissions," EPA officials said in a prepared statement.

"The GenSet engine project is enabling SEPTA to help clean our air while also generating fuel savings for the authority," said EPA Regional Administration Shawn Garvin.

The locomotive is one of six in SEPTA's fleet used for maintenance and repair functions, and to rescue stranded trains.

"This initiative marks another important step forward in SEPTA's sustainability program," said SEPTA General Manager Joseph Casey.

GenSet locomotives reduce nitrous oxide and particulate matter emissions by about 80 percent and cut carbon dioxide emissions by 25 percent through technologies that monitor engine idling and switch to "sleep" mode after a period of inactivity, EPA officials said. [*Progressive Railroading*]

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN FEBRUARY

**Feb. 1891** - PRR places two-track wrought iron Pratt truss bridge over Brandywine at Coatesville in service.

**Feb. 1896** - Baldwin Locomotive Works ships a large experimental 1,000 HP electric passenger locomotive with B-B trucks to the Westinghouse Electric & Manufacturing Company at East Pittsburgh; Westinghouse has strung wire on a mile of the PRR's Turtle Creek Valley Branch adjacent to the works as a test track.

**Feb. 11, 1901** - Work begins on double-tracking Shellpot Branch at Wilmington, Del.

**Feb. 24, 1906** - Contractor H.S. Kerbaugh turns Low Grade Line between Glen Loch and Thorndale over to PRR.

**Feb. 28, 1911** - PRR stages record fast run of new E6 No. 5075 with two coaches and General Superintendent Creighton's private car from Altoona to Philadelphia, 235 miles in 209 minutes for Altoona officials attending retirement party of Charles E. Pugh; runs Altoona-Harrisburg, 131 miles in 114 minutes.

**Feb. 4, 1916** - South track of new Cumberland Valley concrete arch bridge over Susquehanna River between Harrisburg and Lemoyne placed in service; concrete was poured over old bridge piers.

**Feb. 27, 1921** - PRR announces a new system of dedicated telephone lines to inform commuters on the Paoli Line of delays to trains; lines run from Broad Street to all station agents, who are equipped with bulletin boards to post any delay over 15 minutes.

**Feb. 13, 1926** - Passenger service on Bustleton Branch in Philadelphia ends.

**Feb. 1931** - PRR begins enlarging vehicle capacity of passenger steamers *Virginia Lee, Maryland, and Pennsylvania* used in Cape Charles-Norfolk service; removes interior supports and partitions from freight deck and enlarges gangways.

**Feb. 21, 1936** - Raymond Loewy-designed streamlined casing applied to K4s No. 3768 at Juniata Shops.

**Feb. 6, 1941** - K4s No. 5338 streamlined at Juniata Shops for *The Jeffersonian* to Raymond Loewy design similar to that used for *The South Wind*; tender No. 6862 streamlined on Feb. 18.

**Feb. 1946** - PRR orders experimental Baldwin Lima Westinghouse "Centipede" 6,000 HP passenger diesel consisting of two semi-permanently-coupled 3,000 HP units; 2-D+D-2 wheel arrangement.

**Feb. 6, 1951** - *The Broker*, Jersey City-Bay Head Jct. commuter train, derailed at excessive speed on temporary bridge over New Jersey Turnpike at Woodbridge, N.J. during evening rush hour; 85 killed and about 330 injured; train was exceptionally crowded because of strike, which had shut down CNJ's NY&LB trains.

**Feb. 18, 1951** - PRSL announces a second order for six Budd RDC's, to be delivered by summer. M-408 - M-410; were built May, 1951. The final three RDC-1s, M-411 - M-413, were built in June, 1951. Chapter members rode in M-410 on the Lancaster Chapter's *Winter Rail Spectacular* excursion on

January 30, 2010.

**Feb. 26, 1956** - GM No. 1000 begins revenue demonstration run as *Pennsy AeroTrain* between New York and Pittsburgh at \$250 per day rent; 7 hour: 30 minute schedule is fastest ever between New York and Pittsburgh; first run halted by malfunction at North Philadelphia, but first round trip completed ahead of schedule; PRR later modifies 3 of the cars to reduce noise and vibrations to acceptable levels.

**Feb. 2, 1959** - LIRR officially adopts new slogan "The Route of the Dashing Commuter" and a new herald featuring "Dashin' Dan", a cartoon executive in a suit with a briefcase running to catch a train; all cars to be relettered by Apr. 24; "Dashin' Dan" had been used since 1957 on letterheads and annual reports, but had not been applied to rolling stock.

**Feb. 20, 1966** - SEPTA improvements extended to Paoli, Media/West Chester and Wilmington commuter lines.

**Feb. 1, 1968** - Pennsylvania Railroad Company absorbs New York Central effective 12:01AM; renamed Pennsylvania New York Central Transportation Company; exchange rate of 1 share of NYC stock for each 1.33 shares of PRR; PRR names 14 directors, NYC 11 directors; at 12:04, name "Penn Central" is unveiled on Perlman's business car parked in Suburban Station.

CHRISTOPHER T. BAER, HAGLEY MUSEUM AND LIBRARY VIA PHILADELPHIA CHAPTER, PRRT&HS - USED WITH PERMISSION

## CONRAIL® BIG BLUE MEMORIES CONRAIL EVENTS IN FEBRUARY



**Feb. 9, 1977** - Conrail posts discontinuance of Valparaiso locals effective Apr. 10; later given last-minute reprieve.

**Feb. 8, 1985** - Secretary of Transportation recommends to Congress that NS acquire the Federal Government's 85% common stock

interest in Conrail for \$1.2 million.

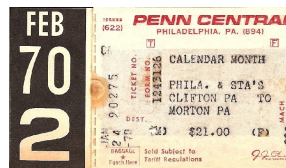
**Feb. 12, 1989** - Chief Executive Officer Richard D. Sanborn dies.

**Feb. 15, 1989** - Stanley E. G. Hillman elected as the new CEO.

**Feb. 19, 1993** - Former Reading Stoney Creek Branch reopens.

**Feb. 23, 1994** - First train over Engleside Connection, connecting former Reading Company and Pennsylvania Railroad trackage.

*Big Blue Lives - Only Smaller!*



## TIMETABLE 02-12

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

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Through Sunday, July 1, 2012

*Trains in the Lehigh Valley* exhibit at the Lehigh Valley Heritage Museum, 432 W. Walnut Street, Allentown, Pa 18102. Information: 610-435-1074 or [www.lehighvalleyheritagemuseum.org](http://www.lehighvalleyheritagemuseum.org).

Saturday, February 4, 2012

*Super Saturday Streetcar Special XIX* - features two Kawasaki cars running coupled together as a train, with No. 9000 (the first K-car) leading No. 9111 (the newest K-car). Depart Elmwood Depot at 10:00 and head for the Center City Tunnel, then go up to Girard Avenue for rare K-car operations on the Route 15 line. If available, will use the new cutback loop adjacent to the Sugar House Casino. Many photo stops will be held en route. Sponsored by the Wilmington Chapter, NRHS. Info:

[www.railroadphotographer.com](http://www.railroadphotographer.com).

**Saturday and Sunday, February 4-5, 2012**

The Great Scale Model Train Show at the Maryland State Fairgrounds, 2200 York Rd, Timonium MD 21093. Info: [www.gsmts.com](http://www.gsmts.com).

**Saturday and Sunday, February 18-19, 2012**

Greenberg's Train and Toy Show at the Greater Reading Expo Center, 2525 North 12th Street, Reading, PA 19605. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Saturday and Sunday, February 25-26, 2012**

Spring Thaw Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 N. 17<sup>th</sup> Street, Allentown, Pa. 18104. Info: [www.allentowntrainmeet.com](http://www.allentowntrainmeet.com).

**Saturday, March 3, 2012**

Second Annual Project 113 All-Day Slide Show at the Good Will Fire Co. in Minersville, Pa. starting at 9 am. Programs are: Dale Woodland-RDG EMD F units; Scott Brouse-slides of the late Ed Brouse; Rich Jahn-Penn Central Phila. and Middle Divisions; Bob Bahrs-Western Maryland; Larry Eastwood-Northeast USA railfanning; and Craig Worley-Bruce/Arch Kantner slides of the coal region. Price \$30, including a family-style lunch. Door prize donations are solicited. Payment to: Project 113, 113 East Sunbury Street, Minersville, PA 17954. All money goes to the engine 113 restoration fund. Info: Jim Eisenhart at [jdejrelk123@gmail.com](mailto:jdejrelk123@gmail.com).

**Sunday, March 4, 2012**

Jersey Central Chapter Railroadiana & Model Train Show from 9:00 AM until 3:30 PM at Mother Seton High School in Clark NJ. Mother Seton is located on Valley Road at the Clark traffic circle, Exit 135 on the Garden State Parkway. Info:

**Saturday, March 10, 2012**

Keystone Division TCA Train Meet at St. Philip's Parish Hall, Rts. 741 and 999, Millersville, Pa. Info: Ron Morris at 610-670-6829 or [RonTrain@ptd.net](mailto:RonTrain@ptd.net).

**Sunday, March 11, 2012**

Daylight Saving Time starts at 2:00 am. Turn your clocks AHEAD one hour.

**Sunday, March 11, 2012**

Atlantic Division TCA Train Meet at the Plumber's Union Hall in Philadelphia, Pa. Info: Bob Lubonski - 856-608-9265 or [sas@scientificapparatus.com](mailto:sas@scientificapparatus.com).

**Saturday, March 17, 2012**

Annual St. Patrick's Day Excursion from Washington, DC to Fredericksburg, VA by the Chesapeake Railway Assn. Info: Contact Ticket Agent Tim Moriarty at 703-758-7449 (home) or send an email to [tmoriart@tax.org](mailto:tmoriart@tax.org).

**Friday through Sunday, March 23-25, 2012**

Railroad Prototype Modelers Valley Forge sponsored by the Philadelphia Division, MER, NMRA at The Desmond Great Valley Hotel and Conference Center in Malvern, Pa. Info: [www.phillynmra.org](http://www.phillynmra.org).

**Saturday and Sunday, March 24-25, 2012**

Greenberg's Train and Toy Show at the Chase Center on the Riverfront, 815 Justison St., Wilmington, De. 19801. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Saturday and Sunday, April 14-15, 2012**

The Great Scale Model Train Show at the Maryland State Fairgrounds, 2200 York Rd, Timonium MD 21093. Info: [www.gsmts.com](http://www.gsmts.com).

**Thursday through Saturday, April 19-21, 2012**

Eastern Division Train Collectors Association Train Meet at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: [www.easterntca.org](http://www.easterntca.org).

**Friday through Sunday, April 20-22, 2012**

NRHS 2012 Spring Conference at Richmond, Va. hosted by the Old Dominion Chapter.

**Saturday, April 21, 2012**

Delaware Train Show at the Nur Shrine Temple, Rt. 13 - 198 S. Dupont Hwy., New Castle, De. 19720. 9am to 2pm. Info: [www.toysshows.org](http://www.toysshows.org).

**Thursday through Sunday, April 26-29, 2012**

2012 Mid-Central Region Convention hosted by the National Model Railroad Association, Mid-Central Region, Division 2, the Keystone Division at the Pittsburgh Radisson in Pittsburgh, Pa. Info: [www.highlinetopittsburgh.org](http://www.highlinetopittsburgh.org).

**Sunday, May 6, 2012**

Tentative date for rescheduled "Farewell to the Faithful Silverliners" by the Philadelphia Chapter, NRHS. Information as it becomes available.

**Saturday, May 12, 2012**

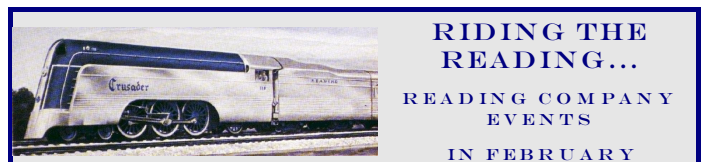
**National Train Day**

**Saturday, May 12, 2012**

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12<sup>th</sup> Street, Allentown, Pa., 18103. Info: [www.valleygoto.com](http://www.valleygoto.com).

**Sunday through Monday, June 17-25, 2012**

2012 N.R.H.S. National Convention in Cedar Rapids, Iowa. This is the first Convention to be held in Iowa! Info: [www.nrhs.com](http://www.nrhs.com).



**Feb. 16, 1886** - Philadelphia & Reading Receivers authorize building 20 new barges for Schuylkill Canal.

**Feb. 1898** - Reading begins construction of a ferry house at Chestnut Street, Philadelphia.

**Feb. 8, 1911** - Philadelphia & Reading train takes Connie Mack and the Athletics to Mahanoy City for a banquet.

**Feb. 5, 1912** - Ticket Agency opened at Ryers.

**Feb. 25, 1912** - New station opened at Mogeese, 1770 feet south of the old station.

**Feb. 5, 1933** - Reading inaugurates electrified suburban service to Chestnut Hill and Elm Street, Norristown; plans for electrification to Jersey City are dropped because of Depression.

**Feb. 23, 1938** - Reading's five-car Budd streamliner christened The Crusader by opera star Lily Pons at ceremony in Reading Terminal.



**DECEMBER, 2011  
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 Sunday, December 18, 2011 after the Open House closed.

**CHAPLAIN:** Chaplain Doris Geesey read "Gift of Love." Doris received a thank you card from Molly Weaver on the passing of her husband, Lester. Doris also announced that Richard Heilinger fell out of a tree stand and broke his back. Arthur Lubitz is in rehabilitation after surgery for a brain tumor.

**TREASURER'S REPORT:** In Richard Rutledge's absence, Doris Geesey



gave the Treasurer's Report for the month of November.

**ANNOUNCEMENTS:** Glenn Kendig reported that the Open House at the Christiana Freight Station on Saturday December 17 and Sunday December 18 was very successful. Steve Himpel reported \$204.81 in sales during the Open House.

After the abbreviated Chapter Meeting, the Annual Christmas party was held.

### JANUARY, 2012 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 Sunday, January 15, 2012. The meeting was called to order at 3:00 p.m. by First Vice-President Ron Irwin with 36 members and 1 guest present. First Vice-President Ron Irwin led those assembled in the Pledge of Allegiance and wished the chapter membership a "Happy New Year."

**MINUTES:** First Vice-President Ron Irwin asked for a motion to approve the November Meeting Minutes. Steve Himpel approved the motion and Marilyn Geesey seconded the motion. The November Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

**MEMBERSHIP:** First Vice-President Ron Irwin introduced guest Terry Frantz. Ron also has new Chapter Membership Applications. If any chapter member signs up a new member, their name will go into a drawing at the Annual Chapter Banquet in November. Don't forget to put your name on the application as Sponsor. Fred will continue to oversee the chapter website and work on the changes and updates to the chapter bylaws. John Sweigart reported that membership renewals must be received by March 31 or you will be dropped from membership.

**CHAPLAIN:** Chaplain Doris Geesey read "Sometimes I Wonder Why." Doris announced that she sent a Sympathy Card on behalf of the chapter to Evelyn Swarr for the recent passing of her husband, Harold. Doris also received a thank you card from Richard Heilinger for the planter that was sent. Richard recently fell and broke his back and was hospitalized. Ron reminded chapter members to contact Doris with any updates.

**TREASURER:** Treasurer Richard Rutledge gave the Treasurer's Report for the month of December. Ron Irwin announced that the Treasurer's Report will be accepted for future audit. Richard reported that the chapter CD was renewed for 9 months at PNC Bank.

**TRIPS:** Dennis Allen presented Treasurer Richard Rutledge with a check for \$1000.00. The money was advanced to the Trip Committee to cover expenses for the upcoming trip in September. Dennis also gave money for Strasburg Rail Road ticket sales and an interest check. Dennis announced that the next chapter trip is set for September 1 to September 9, 2012. Dennis reported that everything is moving along with the arrangements for the trip. (airfare, hotels, and even staying at a ski resort). The railroads will be operating steam. Ron reported on the Baltimore, Maryland trip members took on December 11 2011. The IMAX movie was "Rocky Mountain Express" Ron also announced plans for more day trips throughout the year.

**NATIONAL DIRECTOR'S REPORT:** In Smoke Shaak's absence, John Sweigart announced some changes from the National Board Meeting held in Williamsburg, Virginia. John reported that the By-laws for youth memberships have to be changed. Also, the National Directors have to resign their positions and run again under the position of National Representative. Next convention will be held in Cedar Rapids, Iowa. Fred Kurtz will make the necessary changes to the Chapter By-laws.

**ANNOUNCEMENTS:** Glenn Kendig reported that he is having a meeting with Amtrak to discuss renewing the Christiana Freight Station's lease. Glenn will report what is discussed at the meeting to the chapter membership. In September of 2013, the Christiana Freight Station will be

our chapter home for 15 years. Glenn reported on the Holiday Open House held December 18-19, 2011 at the Christiana Freight Station. The turn out for the Open House was tremendous. Glenn announced a special thank you to the Christiana Lions Club for their help in making the Open House a big success. Glenn also thanked all the chapter members who came out and supported the Open House weekend. On Thursday, January 19, we will be taking down the Christmas decorations at the Christiana Freight Station starting at 7:00 p.m. Joan Shearer and Eileen Stoll are looking for volunteers to sign up for the kitchen for the months of February and March. If interested, please contact Joan or Eileen. Steve Himpel reported that the caboose needs a new floor. Steve discussed tackling the floor or contacting outside help. Steve also reported on cleaning out the Library and deciding what to keep and what items to put in storage. Steve had an idea to dispose of unwanted items from the Chapter at, possibly, a yard sale. Ron thanked Steve Barry for his multi-media presentation at the Chapter's Annual Banquet last November. Ron announced that the February 19 and March 18 Chapter Meetings will be held on Sunday at 3:00 p.m. Ron announced that the next Board Meeting will be held Monday, February 13, 2012 at the Christiana Freight Station at 7:30 p.m. Next year's Annual Banquet will be on Friday, November 16, 2012 at the Revere Tavern. Richard Rutledge announced that the East Broad Top Railroad is canceling their winter activities for the month of February. Richard and Jane were recently on a trip to Costa Rica and the train is still up and running.

**ADJOURNMENT:** The Chapter Meeting was adjourned at 3:30 p.m. for the program. Ron Irwin presented the program "America the Beautiful" - a travelogue of the Chapter's trip out west last September.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



### LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



#### BRIDGEVIEW B&B BACK IN BUSINESS

The railfan favorite Bridgeview Bed & Breakfast near Harrisburg has reopened for business. The inn, located close to the west end of the famed Rockville Bridge, had been damaged by the Tropical Storm Lee flood in September, but now is completely refurbished. Owner Keith Latimer, a member of the Harrisburg Chapter, NRHS, is welcoming old and new customers to stay in any of several rooms. Many freight trains and Amtrak's "Pennsylvanian" pass over the bridge and can be comfortably viewed from the glassed-in sitting room or front porch. The address of Bridgeview is 810 South Main Street, Marysville, PA 17053-1717, telephone 717-957-2438. Keith may also be reached at his email address [keithjlat@yahoo.com](mailto:keithjlat@yahoo.com) or [bridgeviewbnb@yahoo.com](mailto:bridgeviewbnb@yahoo.com). [Edited from Philadelphia Chapter - CINDERS]



#### GE TRANSPORTATION TO INVEST \$35 MILLION TO BUILD RE-MANUFACTURING PLANT

GE Transportation has announced that it will invest about \$35 million to build a new diesel engine re-manufacturing plant in Grove City, Pennsylvania.

Located at an existing site, the new facility is expected to meet accelerating demand for remanufacturing services. Further, GE is investing \$37 million in 2011 and 2012 in the existing plant for a combined investment of \$72 million in manufacturing in Grove City.

GE anticipates to employ up to 250 employees by early 2013, including approximately 100 current GE employees who will transfer from the current Grove City facility. The company plans to hire approximately 150 additional employees by early 2013. Production is scheduled to begin by the end of 2012.

The company expects demand for re-manufacturing services to increase significantly in coming years. This increase will be driven by routine locomotive overhaul cycles and the need to comply with stringent EPA Tier 3 emissions standards for diesel engines by 2013. [World Construction Network]



**U.S. TRANSPORTATION SECRETARY LAHOOD AWARDS \$7 MILLION FOR SOUTHEAST HIGH-SPEED RAIL CORRIDOR BETWEEN WASHINGTON D.C. AND ATLANTA**

WASHINGTON – U.S. Transportation Secretary Ray LaHood awarded \$7 million to Georgia and Washington D.C. to continue work on the Southeast High-Speed Rail Corridor linking Atlanta and Charlotte, N.C. to Washington, D.C.

“With America’s population set to grow by 100 million over the next 40 years, high-speed rail will play a vital role in reducing congestion and meeting America’s long-term transportation challenges,” said Secretary LaHood. “High speed rail projects like these in Georgia, North Carolina, and Washington, D.C., will employ local workers, use American-made materials and lay a strong foundation for future economic growth.”

The Georgia Department of Transportation (GDOT) received a \$4.1 million grant to complete a service development plan and environmental study for the 250 mile passenger rail corridor between Atlanta and Charlotte. GDOT is contributing \$1.125 million for this phase of the project. GDOT recently announced a new Multi-Modal Passenger Terminal in downtown Atlanta, which is being designed to accommodate high-speed rail service.

The District of Columbia Department of Transportation received \$2.9 million to evaluate alternatives for rehabilitation or replacement of the Long Bridge over the Potomac River. The bridge, more than 100 years old, is the sole railroad bridge between Virginia and Washington, carrying approximately 90 passenger and freight trains daily. Rail service over the Long Bridge is expected to grow to nearly 150 trains per day in the next twenty years. CSX, the company that owns the bridge, will contribute \$100,000 to the study.

States in the Southeast High-Speed Rail Corridor have received nearly \$581 million to develop high-speed rail service in the region. Most recently, Virginia received \$44.3 million for environmental analysis and preliminary engineering for the segment between Washington and Richmond. North Carolina received \$4 million for environmental and design work for the construction of a new connection between Raleigh and Richmond that could reduce travel time by one hour and 30 minutes from the current schedule.

Thirty-two states across the U.S. and the District of Columbia are currently laying the foundation for high-speed rail corridors that will link Americans with faster and more energy-efficient travel options. To date, the U.S. Department of Transportation has invested \$10.1 billion to put American communities on track towards new and expanded rail access and improved reliability, speed, and frequency of existing service.

[USDOT-FRA]

**N&W 611 Now “SPIRIT OF ROANOKE”**



ROANOKE, Va. – Norfolk & Western’s J-class 4-8-4 steam locomotive has a new designation: “The Spirit of Roanoke.” The locomotive is displayed at the Virginia Museum of Transportation in Roanoke. Museum Executive Director Bev Fitzpatrick told Roanoke’s News7 television that 611 is worthy of a new

name. “We’re now talking about it as the one thing that embodies the rail history of Roanoke better than anything else,” Fitzpatrick said. “When you

think about the fact it was not only built here, but plied these rails up and down from Cincinnati and Columbus to Norfolk and back hardly ever stopping for maintenance because they had just engineered it so well, it’s an icon,” Fitzpatrick said.

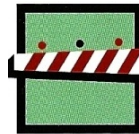
No. 611 was built at N&W’s Roanoke Shops in 1950. On Oct. 24, 1959, it made its last regular service run, pulling a round trip excursion from Roanoke to Williamson, W.Va. It returned to service in 1982 as part of Norfolk Southern’s steam program, and was retired a second time in 1994.

[Edited from TRAINS News Wire]

**THIS MONTH’S BANNER PHOTO**

February 1, 1968 marked the humble beginning of the Penn Central Transportation Company. To commemorate the event, we have Penn Central No. 4263, an Electro-Motive E8A, powering a Patriots Football Special at Norwood, Massachusetts in October, 1971. Photo by Donald Haskel.

**OPERATION LIFESAVER REMINDS YOU...**



**GATES AND FLASHING RED LIGHTS**

If you see flashing lights or a lowering gate, it means a train is approaching. Do not proceed until the gates go completely up and the lights go off. It is illegal to go around lowered gates.



**NEW FROM WILLIAMS BY BACHMANN**

Conrail 4800 “O” Gauge Bicentennial GG-1 Scale Electric

Showcasing the Spirit of ’76, the Bicentennial GG-1 boasts a distinctive color scheme and features 6 wheel power trucks with traction tires, powered by dual motors, all metal gears, and True Blast™ digital horn and bell. Now at your local Williams by Bachmann dealer, it’s a great way to celebrate the American spirit.

Features include:

Navigates O-42 curves; length 20.25"; height 4"; 6 wheel power trucks with traction tires; powered by dual motors; flywheel coasting action; all metal gears; electronic 6-amp reverse board; True Blast II™ digital horn and bell; durable ABS plastic shell; die-cast trucks, truck sides, and pilots; dual headlights; twin operating pantographs; add-on stamped metal ladders; add-on grab rails and window bars

Shipping now! MSRP \$439.95 - Item No. 41812 Bicentennial GG-1



**"INSIDE THE BACK PAGE"****UPCOMING LANCASTER CHAPTER ACTIVITIES**

**NOTE:** THE LANCASTER CHAPTER BOARD OF DIRECTORS HAS CHANGED THE FEBRUARY REGULAR MEMBERSHIP MEETING FROM MONDAY EVENING TO SUNDAY AFTERNOON. THIS WAS DONE AS A SAFETY CONCERN TO MINIMIZE THE AMOUNT OF NIGHT DRIVING IN THE WINTER MONTHS. THE MARCH REGULAR MEMBERSHIP MEETING WAS PREVIOUSLY SCHEDULED FOR SUNDAY AFTERNOON. OUR REGULAR MEMBERSHIP MEETING ON MONDAY EVENING WILL RESUME ON APRIL 16, 2012.

**FEBRUARY**

**FEBRUARY 13, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER BOARD MEETING**

**FEBRUARY 19, 2012 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Chapter Member Glenn Kendig will present a program entitled Trolley: The Cars That Built Our Cities. It brings to life the history of the streetcar and its influence on urban life. With a fast-paced mixture of rare and unusual footage from the 1890s through the 1990s, it shows urban rail transit in all its forms: horsecars, cable cars, steam elevateds, electric trolleys, subways, interurbans, and light rail - in the US and abroad. You'll see open cars and closed cars, single-truck and double-truck, Birneys and Peter Witts, and of course PCCs.

**MARCH**

**MARCH 18, 2012 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - SUNDAY MEMBERSHIP MEETING**

Tom Jordan, Supervisor Transportation for the Genesee & Wyoming Railroad's York Rail and Chapter Member Ed Mayover will present an Operation Lifesaver program on safety at highway-rail grade crossings and pedestrian safety around tracks and trains.

**APRIL**

**APRIL 16, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Joel Altland will return with another interesting railroad program. Further information next month.

**MAY**

**MAY 14, 2012 - MONDAY, 7:30 PM - TRAVEL TIME OFFICE - CHAPTER BOARD MEETING**

**MAY 21, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

**CHAPLAIN CONTACT INFORMATION:**

**DORIS GEESEY**

**EMAIL: [RSCOOPER2@COMCAST.NET](mailto:RSCOOPER2@COMCAST.NET)**

**PHONE: 717-347-7637**

**PLEASE KEEP OUR CHAPLAIN INFORMED OF MEMBER NEWS**

**INCLEMENT WEATHER NOTICE**

IF A CHAPTER MEMBERSHIP MEETING MUST BE CANCELLED DUE TO INCLEMENT WEATHER, MEMBERS MAY CALL 610-593-4968 FOR A RECORDED ADVISORY ON THE CHRISTIANA FREIGHT STATION'S ANSWERING MACHINE. YOU MAY ALSO CHECK TV CHANNELS ABC 27 AND CBS 21 OR THEIR WEB SITES. IF THERE IS THE SLIGHTEST POSSIBILITY OF ICE OR SNOW ON THE ROADS, FOLLOW THE SAFE COURSE AND REMAIN IN THE COMFORT OF YOUR HOME!

**February 1, 1968**



**March 31, 1976**

**LANCASTER CHAPTER BOARD of DIRECTORS**

<b>PRESIDENT:</b>	<b>TOM SHENK</b>	<b>717-560-1186</b>	<b>TSHENK@NRHS1.ORG</b>
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**THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON SUNDAY, FEBRUARY 19, 2012, STARTING AT 3:00 P.M.**

**LANCASTER CHAPTER  
NATIONAL RAILWAY  
HISTORICAL SOCIETY  
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