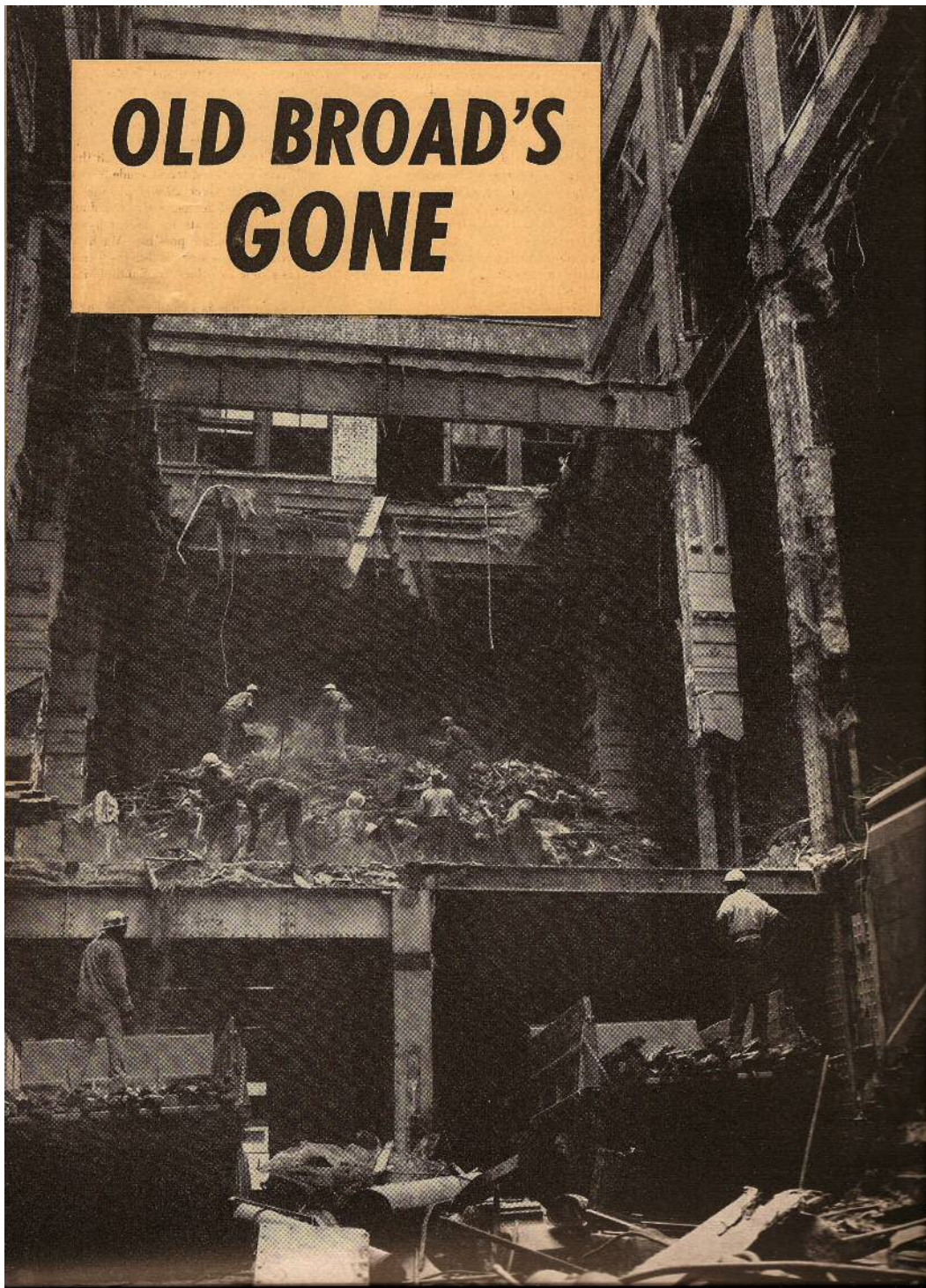


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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OLD BROAD'S WAITING ROOM PILED WITH DEBRIS DROPPED FROM UPPER FLOORS DOWN AIR SHAFT. TRUCKS ARE WHERE GRAND STAIRWAY STOOD.

Famous Old Station Site Now Almost Ready for Big New Buildings

Demolition of Old Broad Street, Philadelphia, begun nearly a year ago, has made the site of what was once the world's largest and handsomest railroad station virtually ready for new buildings.

Only some rubble now remains to remind the demolition men of what they regard as the toughest wrecking job in their experience, for Old Broad, built 70 years ago, was unusually well-built. Nelson Tallman, Superintendent of McCloskey & Co., in charge of the demolition, said that the eleven-story southwest corner of the structure alone accounted for 40 per cent of the demolition cost.

"The Railroad had 23 vaults in the eleven floors," he says, unable to disguise the awe he still feels. "The walls and sides

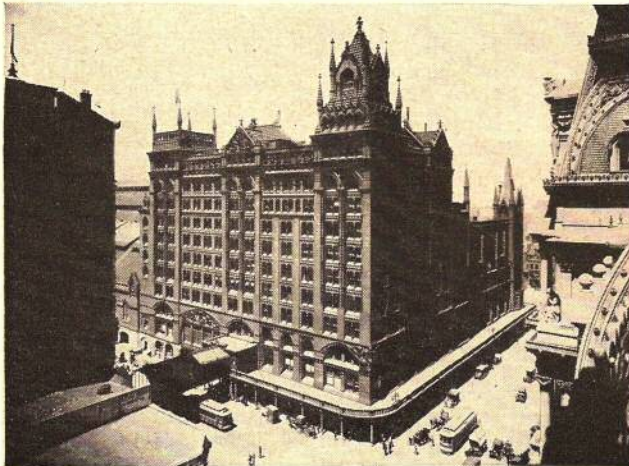
were three feet thick and on the ground floor nearly six feet thick. We couldn't dynamite safely because of the half million daily pedestrians here, so we had to use air hammers, paving breakers we call them, all the way down."

Paving breakers were the chief tools in the demolition. Thirty were in steady use all the time to batter down the brick and granite walls, the tough architectural terra cotta on the southeast tower, and the cement floors on the train concourse. "Nothing in the building came apart easily," Mr. Tallman says. As many as 25 acetylene burners, nearly one-fifth of Mr. Tallman's working crew, cut the 4,620 tons of iron and steel in the building into transportable pieces. It took them two weeks, to remove and cut up one beam that held up the train floor across 15th Street. It was 60 feet long, 10 feet broad, and 2 feet thick. It weighed 47 tons.

Old Broad contained approximately

4,000,000 bricks, 540 doors, 3,000 large windows and sashes, a 7-story fire-escape, 100 tons of radiators, and tons of other materials, including 30,000 square feet of linoleum. These made 7,000 truck loads, but the half-demolished Chinese Wall that supported the elevated tracks made 30,000 loads of rubble. Over 20,000 pounds of dynamite speeded demolition of the Wall, where large steel mats to prevent flying debris made blasting possible. Much of this debris was used as fill for the Pennsylvania's new ore dock in South Philadelphia.

The excavation is completed for three additional Suburban Station tracks on the north side of the site. These will be ready early next year. The Railroad is now receiving proposals for the site on which builders propose to build a collection of structures that may rival Radio City in New York. So far, however, no offer has been accepted.



Old Broad as it was on the day last April when demolition was begun on what was once world's largest and handsomest station



Six months later: Demolition is slow because old station was strongly-built. In background at left is Suburban Station Building



Eleven months later: Only the concourse floor, part of southwest tower, and the walls of Old Broad's ground floor remain



Looking toward 30th St. Station at remains of Chinese Wall. The excavation at right is for additional Suburban Station tracks



Conrail people are rebuilding a better railroad with growing pride and determination.

Conrail reports on the fastest-moving railroad modernization of the century

Conrail's rehabilitation of six bankrupt railroads is moving ahead full throttle. Repairs and upgrading are on or ahead of a fast-paced schedule.

Service is improving. Some results of the first half year:

Maintenance of way: ahead of target

A railroad can't speed traffic to its destination if decaying tracks and ties slow things down.

So our first-year operating plan called for us to replace 4.2 million ties. By the end of our second quarter, we had replaced 2.9 million of those ties. That is over two-thirds of the year's job.

Our first-year plan called for us to surface 8,300 miles of track. We have already surfaced over 6,000 of those miles. Nearly three quarters of the year's job in just two quarters of operation.

The first-year plan also called for us to lay 700 miles of continuous welded track. We've already done more than half the job.

Rolling stock rehabilitation: ahead of target

Our rolling stock was in a sad state when we began operation on April 1. That is changing, too.

We were scheduled to overhaul 600 locomotives in our first year. By the end of the second quarter we had already completed more than two-thirds of that job.

We were scheduled to overhaul 12,000 freight cars by the end of the first year. More than half the job had been finished by the end of the second quarter.

Service to customers: continually improving

We've been concentrating on improving service, too. For example:

We have returned hundreds of miles of "reduced speed" track to full-speed operation.

We have slashed two days off former shipping schedules between Canada and Middle Atlantic points.

A single consolidated computer system has simplified keeping track of freight cars, helps us trace freight shipments, and saves us \$4.5 million annually.

Finances: ahead of target

All the improvements we've made to date are part of a 10-year program that will rebuild Conrail's 16-state network of rails and rolling stock at a cost of \$6.8 billion.

The purpose of these improvements is to give first-class service and become financially self-supporting. But reaching that goal re-

quires that we run at a deficit for the first few years.

The U.S. Railway Association's Final System Plan for Conrail projected a first-year loss of \$359,000,000. These projections were calculated on the basis of "depreciation accounting."

In actual fact, our second-quarter losses came to \$31,983,000 compared to \$34,432,000 in the first quarter. This means that losses in the first half were 18.5% of the loss projected for the first year.

No short- or long-term conclusions should be drawn from these figures. In the coming months, losses could be higher—and closer to the Final System Plan projection for the year.

A better way to run a railroad

We won't even think about calling ourselves a successful operation until we complete all rehabilitation—and cease to run at a deficit.

But we think we're beginning to demonstrate what we've been saying all along: We have a better way to run a railroad.



CONRAIL

"A better way to run a railroad"
Consolidated Rail Corporation, Philadelphia, Pa.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



The Lancaster Chapter, N.R.H.S. Board of Directors wishes all Chapter Members, Friends and E-mail readers a Very Happy and Safe Passover and Easter Holiday.



CASINOS END ACES TRAIN SERVICE FROM ATLANTIC CITY TO NEW YORK

ATLANTIC CITY — Luxury train service that carried gamblers from New York to the

Atlantic City casinos has ended after a three-year run.

“We decided not to continue the contract. It was a three-year contract,” said Katie Dougherty, a spokeswoman for Caesars Entertainment Corp., one of the gaming companies involved in the rail line’s funding.

The Atlantic City Express — dubbed ACES — never made money, although the casinos did not disclose exactly how much it lost.

Harrah’s Resort, Caesars Atlantic City and Borgata Hotel Casino & Spa launched the service in February 2009, connecting Manhattan’s Penn Station to Atlantic City, with a stop in Newark.

The rail line was marketed as luxury transportation that featured double-decker train cars, first-class and coach fares, leather seats and bar service. The idea was to attract upscale New York gamblers who preferred the ease of train service instead of the hassles of driving to Atlantic City on crowded highways.

Ridership counts were never disclosed by the casinos. The line’s operating deficit for the full three years was not divulged, but the state Casino Reinvestment Development Authority revealed there was a \$5.9 million loss during the first year of operation. The authority approved an extra \$2 million in subsidies in December 2009 to keep the line alive. *[Donald Wittkowski, Staff Writer, Press of Atlantic City - March 9, 2012]*

AMTRAK REQUESTS LESS FEDERAL OPERATING SUPPORT



WASHINGTON – Amtrak is requesting \$450 million in federal operating support for fiscal year 2013, a lower amount than the \$466 million appropriated by Congress for FY 2012.

The ability to seek reduced federal operating funding results from successful and ongoing efforts by Amtrak to improve its financial performance, including increased efficiency, cost controls, and debt reduction as well as better service, record ridership and anticipated increases in revenue.

“Amtrak’s request for less federal operating support is a strong statement on just how much this railroad has improved its management and financial health. The fact is, Amtrak now covers 85 percent of its operating costs with non-federal dollars and we will further improve on that number without cutting service,” said President and CEO Joe Boardman.

Amtrak submitted this request to Congress today as part of its FY 2013 Grant and Legislative Request for federal funding to support the operating and capital investment needs of America’s Railroad®. It also contains a detailed discussion of legislative issues, including Amtrak’s top five priorities for a new surface transportation bill.

The full FY 2013 request totals \$2.167 billion and supports aggressive efforts by Amtrak to build the equipment, infrastructure and organization needed to ensure continued strong growth. The company is investing in projects critical for enhancing the passenger experience, essential for supporting its national network and vital for its future.

The funding request consists of four major components: \$450 million for operations to support the national network of corridor, state-supported and long-distance trains; \$1.435 billion for capital and infrastructure projects nationally; \$212 million for debt service; and \$60 million for Northeast Corridor (NEC) development projects, the Gateway Program to add track, station and tunnel capacity into the heart of Manhattan, and the high-capacity 220 mph next generation high-speed rail system from Washington, D.C. to Boston.

The \$1.435 billion request for FY 2013 for capital and infrastructure projects is a significant increase over the \$657 million appropriated by Congress for FY 2012. Boardman stated that the increase is necessary to move beyond mere maintenance of existing equipment and infrastructure and to invest in improvements that support faster, more frequent and more reliable service in the Northeast, the Midwest and elsewhere. For example, Amtrak is ready to move forward on NEC projects that address the major backlog of deferred maintenance and enhance capacity at key choke points, provide greater connectivity and increase operating speeds.

The requested capital funding also will fund safety and security projects as well as customer focused programs such as improving station accessibility under requirements of the Americans with Disabilities Act and continuing the development of a next-generation reservation system. Funds are also required to replace an aging fleet of locomotives and passenger rail cars used for long-distance trains, state-supported routes and other corridor services.

In addition, the request for \$212 million for debt service in FY 2013 is lower than the \$271 million appropriated by Congress for FY 2012 and reflects the fact that Amtrak has worked hard to control its finances and reduced its debt for eight consecutive years.

Boardman further explained federal funding is critical for continuing and advancing many successful initiatives begun during the last three years which have taken root within the company and are now bearing fruit, strengthening the railroad’s bottom line and laying the groundwork that will take intercity passenger rail to the next level.

He also emphasized it is imperative that Congress integrate Amtrak and other federal rail programs into a comprehensive and truly multi-modal surface transportation bill. As the nation’s intercity passenger rail provider and only high-speed rail operator, Amtrak believes the rail section should include these top five priorities: provide dedicated, multi-year funding for intercity and high-speed passenger rail; establish a national investment strategy; create a clear and leading role for Amtrak; ensure coordinated corridor planning and project execution; and address liability and insurance issues.

Amtrak plays an important role in the nation’s transportation network, offering people a safe, efficient, and reliable alternative in an economy marked by high gas prices and pervasive highway congestion. The demand for Amtrak service across the country – eight ridership records in the last nine years – is indicative of a sustainable trend.

“Congress has given Amtrak a critical national mission to provide intercity passenger rail service, and with an appropriate level of federal funding support, we can secure a stronger future for our country and reduce the nation’s dependence on foreign oil,” said Boardman.

Along with its FY 2013 Grant and Legislative Request, Amtrak submitted to Congress its FY 2012 – FY 2016 Five Year Financial Plan that reflects the company's commitment to continuing strategic capital investments that will yield returns from better service reliability, improved customer service and expanded service options. [Amtrak]



PASSENGER TRAIN TO NORFOLK, VA., TO LAUNCH BY YEAR'S END

RICHMOND, Va. — State-supported Amtrak trains will begin serving Norfolk, Va., by the end of this year, 10 months earlier than originally projected. The Commonwealth Transportation Board passed a resolution outlining the new start date on Jan. 19.

Virginia has grown its state-supported network as extensions to the Boston-Washington Northeast Corridor. Trains arriving in Washington from Boston and New York now continue on to Lynchburg and Richmond, Va., and ridership on the corridors has surged. The Norfolk connection will offer travelers new destinations. The trains will use CSX rails from Washington to Petersburg, Va., then Norfolk Southern from Petersburg to Norfolk. [Edited from TRAINS News Wire]



CSX BENDS, BUT DOESN'T BREAK FROM COAL AND INTERMODAL SECTOR HEADWINDS

Despite weak domestic coal traffic and flat intermodal volume in the fourth quarter, CSX Corp. registered top-line growth and set an earnings per share record primarily because of strong core pricing, high productivity and more fluid operations, senior executives said Jan. 24 during an earnings webcast and teleconference.

Fourth-quarter revenue rose 5 percent to \$2.95 billion, net earnings increased 8 percent to \$457 million, earnings per share climbed 13 percent to a record 43 cents and volume inched up 1 percent to 1.6 million units compared with fourth-quarter 2010, which included an extra week, senior execs said. Operating income dipped 1 percent to \$841 million and the operating ratio increased 1.5 points to 71.5.

Merchandise business propelled revenue and volume growth, driven by strong demand for fertilizers, metals, autos and aggregates, said Executive Vice President of Sales and Marketing Clarence Gooden. Merchandise revenue rose 11 percent to \$1.6 billion and traffic increased 5 percent to 666,000 units. Intermodal volume was flat at 579,000 units but revenue climbed 13 percent to \$375 million primarily because revenue per unit rose 14 percent to \$648, said Gooden. Record domestic intermodal volume helped offset weak international traffic. Coal revenue rose 13 percent to \$915 million even though volume fell 3 percent to 374,000 units as revenue per unit jumped 17 percent to \$2,447. Domestic volume was weak, dropping 10 percent, but export coal traffic was strong, driven by solid demand in Europe, Asia and South America, said Gooden.

Fourth-quarter operating expenses rose 7 percent to \$2.1 billion primarily because of fuel costs, which climbed 22 percent to \$423 million, said Oscar Munoz, who was just named EVP and chief operating officer. The average price of diesel rose from \$2.42 per gallon in fourth-quarter 2010 to \$3.05 per gallon in the prior quarter. Labor and fringe expenses were flat at \$779 million even though headcount rose 6 percent to 32,139.

For the full year, CSX set four financial records: revenue, at \$11.7 billion (up 10 percent); operating income, at \$3.4 billion (up 11 percent); earnings per share, at \$1.67 (up 24 percent); and operating ratio, at 70.9 (a 0.2-point improvement). Excluding the impact of higher fuel costs, the full-year operating ratio would have been 69.8, said Munoz. Operating expenses rose 10 percent to \$8.3 billion.

Looking ahead, projected strong volume growth and minimal resource additions will mean more financial improvements in 2012, said Munoz. CSX also remains on track to achieve a 65 operating ratio by 2015, he said. Munoz also announced that CSX's capital spending budget in 2012 is

projected to total \$2.25 billion in 2012. Capex totaled \$2.2 billion last year after the Class I's board approved adding \$200 million to the budget in July 2011. This year's investments again will be targeted at infrastructure and equipment, including locomotive and freight-car acquisitions, and positive train control work, said Munoz. [Progressive Railroading]



NORFOLK SOUTHERN ACCELERATES CONRAIL REPAINT PROGRAM



NS 7210, AN EMD SD80MAC, ON APRIL 25, 2002. PHOTO BY TONY SISSONS.

Atlanta – Norfolk Southern is focused on repainting the handful of units on its roster left in Conrail paint prior to the release of the 18 heritage units which includes a Conrail painted locomotive. Of the more than 1,000 units acquired by Norfolk Southern in 1999 during the breakup of Conrail, only 15 units remain active in Conrail blue.

NS hopes to have the first of its heritage units released for service in late March or early April, with the first two EMD units thought to be the Savannah & Atlanta and New York Central heritage units. General Electric has released a number of Norfolk Southern ES44ACs from its shop in Erie, Pa., in primer but all have moved to Mid America Car in Kansas City, Mo., for a coat of NS black. NS shop forces apparently need additional time to prepare the paint diagrams prior to the arrival of the first GE to be painted in heritage colors.

According to Chris Toth, who maintains a website dedicated to the Norfolk Southern roster, the 15 remaining units are SD60I 6718, C40-8s 8305 and 8312, SD50s 5401, 5406, 5415, 5420, 5424, 5425, 5438, 5441, and 5443, SD38s 3804 and 3810 and GP38-2 5286. [TRAINS News Wire]

NORFOLK SOUTHERN CELEBRATES COLORFUL HERITAGE WITH HISTORIC PAINT SCHEMES

NORFOLK, VA. - Norfolk Southern is honoring its predecessor railroads during 2012, its 30th anniversary year, by painting 18 new locomotives in commemorative schemes that reflect the heritage of those predecessors.

Since the 1820s, hundreds of railroad companies were built, merged, reorganized, and consolidated into what eventually became Norfolk Southern, itself created from the consolidation of Southern Railway and Norfolk and Western Railway in 1982. In 1999, Norfolk Southern expanded the scope of its heritage with its acquisition of a portion of Conrail. The heritage locomotives will represent most of the railroads that played significant roles in Norfolk Southern's history. The first units will be delivered in March, and all units are expected to be riding the rails by June 1, Norfolk Southern's 30th anniversary date.

"The heritage locomotives reflect the pride we take in our long and colorful history," said Norfolk Southern CEO Wick Moorman. "As they travel through our system, these state-of-the-art units in vintage livery will serve as reminders to our customers, employees, and communities that the modern rail network that keeps America competitive today and into the future has deep roots in the nation's past."

Each paint scheme will be modified to fit contemporary locomotives while staying as true as possible to the original designs. Norfolk Southern employees in Altoona, Pa., and Chattanooga, Tenn., will paint GE ES44AC locomotives, while the EMD SD70ACe units will be painted at Progress Rail Services' facility in Muncie, Ind. The heritage locomotives will be used to haul freight across Norfolk Southern's 20,000-mile, 22-state network.

The predecessor companies to be represented are listed below. In parentheses are the respective roads each became part of (NW=Norfolk & Western, SR=Southern, CR=Conrail) and the make of locomotives to be painted. Renderings courtesy of and copyrighted by Andy Fletcher.



•**Central of Georgia Railway** (SR, GE) was formed in 1833 to connect Macon, Ga., with Savannah, completing a rail link between Chattanooga and the port. It was famed for two passenger trains named after prize-winning race horses, the Nancy Hanks and the Man O' War.



•**Central Railroad of New Jersey** (CR, EMD) was the first American railroad to have its employees wear uniforms, and in 1892 one of its locomotives set a world speed record of 105 mph.



•**Conrail** (GE) was created by the U.S. government in 1976 from the bankrupt Penn Central, Lehigh & Hudson River, Erie Lackawanna, Central Railroad of New Jersey, Lehigh Valley, Reading and Pennsylvania-Reading Seashore Lines, becoming the largest railroad at the time, with 34,000 route miles.



•**Delaware, Lackawanna and Western** (CR, EMD) was created in 1849 to connect the rich anthracite coalfields of the Lackawanna Valley of Pennsylvania to northern New Jersey. A hurricane in 1955 knocked the railroad out of operation for a month, with the resulting financial difficulties forcing it to merge with the Erie Railroad in 1960 to form the Erie Lackawanna Railroad.



•**Erie Railroad** (CR, EMD) was key to economic development along the Southern Tier, which includes Binghamton and Elmira, N.Y. In 1851, Secretary of State Daniel Webster was strapped to a rocking chair on an open flatcar, wrapped in a blanket and clutching a bottle of rum, so he could ride the just-completed railroad.



•**Illinois Terminal Railroad** (NW, EMD) began life as the Illinois Traction System in 1896 as an interurban electric railroad in central and southern Illinois. Hit by the Great Depression, it was reorganized as the Illinois Terminal in 1937 and attempted to survive as a passenger railroad until relinquishing that business in 1956, when it was acquired by a consortium of railroads. It was operated as a freight railroad until acquired by NW in 1982.



•**Interstate Railroad** (SR, GE) was incorporated in 1896 to serve southwestern Virginia coalfields. Despite its name, it operated entirely within Virginia. It was acquired by Southern in 1961.



•**Lehigh Valley Railroad** (CR, GE) was built to haul coal, replacing water transport down the Lehigh River, and was also known as the Route of the Black Diamond.



•**New York Central Railroad** (CR, EMD) was organized from 10 roads paralleling the Erie Canal between Albany and Buffalo, N.Y., and became known as the "Water Level Route." Today,

the former NYC line between Cleveland and Chicago is the busiest on the NS system, with more than 100 freight trains daily.



•**New York, Chicago and St. Louis Railroad** (NW, GE) was commonly referred to as the Nickel Plate Road, a moniker it acquired when the Norwalk (Ohio) Chronicle referred to it in 1881 as "the great New York and St. Louis double track, nickel plated railroad," supposedly indicative of its solid financial backing.



•**Norfolk Southern Railway** (SR, EMD) (not to be confused with today's Norfolk Southern) was a line serving southeast Virginia and northeast North Carolina, chartered in 1883 and acquired by Southern Railway in 1974.



•**Norfolk & Western Railway** (GE) originated as City Point Railroad, a 9-mile road between Petersburg and City Point, Va., in 1836. Following numerous mergers and acquisitions, it became the Norfolk & Western in 1881.



•**Penn Central** (CR, EMD), has been added to the 18 heritage schemes previously announced. This will be an SD70Ace to be painted at Progress Rail Services' facility in Muncie, Ind. The Penn Central Transportation Company was created in 1968 from the merger of the New York Central and the Pennsylvania Railroad, and the New York, New Haven and Hartford was added shortly afterward. Penn Central formed the core of Conrail when Conrail was created in 1976.



•**Pennsylvania Railroad** (CR, GE), incorporated in 1846, billed itself as the "Standard Railroad of the World" and was for many years the largest American railroad by tonnage and revenues. PRR opened the Horseshoe Curve railroad engineering marvel; carried President Lincoln to his inauguration; implemented the "line and staff" organizational structure used by business today; built Pennsylvania Station in Manhattan; and electrified the route between New York and Washington, among its many achievements.



•**Reading Company** (CR, EMD) was one of the first railroads built in America, and built its fortune hauling coal. It featured the first iron

railroad bridge in America.



•**Savannah & Atlanta Railway** (SR, EMD), began life as the Brinson Railway in 1906, slowly expanding from Savannah toward the Northwest. It was consolidated with other small railroads to become the Savannah & Atlanta in 1917. Central of Georgia bought the S&A in 1951.



•**Southern Railway** (GE) originated as the South Carolina Canal and Rail Road Company in 1827. It put into service the nation's first regularly scheduled steam passenger service on Christmas Day, 1830, with the locomotive "The Best Friend of Charleston." The Southern was incorporated in 1894 from the reorganization and consolidation of numerous predecessors and absorbed another 68 railroad companies over the next six years.



•**Virginian Railway** (NW, EMD) was the only railroad created through the capital and credit of one man, oil magnate Henry Huttleston Rogers. After building a short line, the Deepwater Railway, to haul coal out of West Virginia and then being blocked by the bigger railroads, he created another railroad, the Tidewater Railway, to reach Norfolk, Va., then combined the two into the Virginian in 1907. It was acquired by N&W in 1959.



•**Wabash Railroad** (NW, EMD) was formed in 1877 and served the mid-central U.S. It was acquired by the Pennsylvania Railroad in 1927 and leased to Norfolk & Western in 1960. In 1991, N&W, by then part of Norfolk Southern, purchased the Wabash outright. Made famous by the 1904 song "Wabash Cannonball," there was in fact no such train by that name until 1949. [Norfolk Southern Corp.]

NORFOLK SOUTHERN SLOWS TRAIN SPEEDS BETWEEN DEARBORN AND KALAMAZOO

NORFOLK, VA. - Effective March 15, 2012, Norfolk Southern lowered the railroad operating speed limits on certain sections of the Michigan Line between Dearborn and Kalamazoo that handle both Amtrak's passenger service and Norfolk Southern's freight service. These lower speed limits have been imposed to reflect the maximum safe operating speeds for the line, given the line's condition. Safety is of paramount importance in both passenger and freight rail operations.

The reduction in railroad operating speed limits both has been anticipated over time and is in conformance with existing agreements between Norfolk Southern and Amtrak. Other portions of the Michigan mainline experienced similar reductions in railroad operating speed limits in 2011. Some of those 2011 speed reductions were later eliminated as the result of work funded by Michigan DOT.

The Michigan Line is currently the subject of an existing agreement that anticipates the acquisition of the rail line by Michigan, and the subsequent rehabilitation of the line to handle maximum authorized speeds of up to 110 mph for passenger trains. That transaction is expected to be completed later this year, pending federal regulatory review.

"Until ownership of the Michigan Line is transferred, Norfolk Southern is willing to perform work on the line on behalf of Amtrak or Michigan DOT to address any passenger operating concerns," said John V. Edwards, Norfolk Southern's general director passenger policy. "This work is not necessary to provide freight service, but if the passenger service providers want to provide the necessary funding, we will do it." [Norfolk Southern Corp.]



SYSTRA CONSULTING PROVIDES SEPTA WITH DESIGN WORK ON WAWA EXTENSION.

SYSTRA is providing planning, design, and construction assistance services to extend SEPTA's R3 commuter rail service on the West Chester Line 2.2 miles, from Elwyn, PA, to a new terminal station located in Middletown Township and Chester Heights Borough, PA. The project encompasses restoration of track, bridges, retaining walls, overhead electric traction systems, a new rail maintenance facility at Lenni (located midway on the extension), and a new terminal station with a 600-space decked parking facility at Wawa, located along a state highway. Corridor enhancements include widening the single track line to two track territory with new retaining walls and slope stability enhancements. Conceptual designs, operations planning, a federal-level environmental assessment, and final design documents were prepared. SYSTRA provides civil, architectural, mechanical, electrical, and communications design for Wawa Station and the new maintenance facility as well as yard layout, track signals, electric

traction, and communications design for the extension.

Station features include a waiting room, possibly co-located with private development, train crew support facilities, a pedestrian underpass, and full accessibility for people with disabilities; feeder bus and shuttle van circulation; and parking facilities located on property owned by SEPTA and Wawa Dairies, Inc. The station site, which is constrained by a stream and state highway, was expected to have considerable feeder bus and employer shuttle van service. As a result, the parking deck, station plaza, and pedestrian tunnel were designed in an integrated fashion to provide all modes of travel while keeping the plaza area safe and attractive for SEPTA riders. Passenger communications, SEPTA ticketing, and parking payment are convenient for passengers when the station building is both open and closed. The proposed Lenni maintenance facility is located on a constrained site. Programming of yard functions was developed considering what functions could be performed elsewhere. Site layouts were developed focusing on efficient maintenance practices and adequate crew welfare accommodations. [SYSTRA]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN APRIL

Apr. 13, 1846 - Pennsylvania Railroad Company (PRR) incorporated in Penna.; charter includes a 5 mills per ton-mile "tonnage tax" on freight during canal season (Mar.-Dec.) to protect state investment in Main Line; charter and supplement are signed on same day.

Apr. 14, 1901 - New drawbridge opens across Chesapeake & Delaware Canal on Delaware Division.

Apr. 14, 1906 - Eastbound classification yard at Hollidaysburg completed.

Apr. 26, 1916 - PRR begins operating workers' passenger trains into Baldwin Locomotive Works from North Eddystone station to serve munitions plants on Baldwin's Eddystone site.

Apr. 13, 1921 - At noon, all PRR locomotive and shop whistles system-wide are blown for 30 seconds to mark company's 75th anniversary; American flags are flown on all company stations, shops and other large buildings.

Apr. 12, 1926 - Gas-electric car assigned to Wawa-Oxford locals.

Apr. 12, 1931 - "B" Tower at approach to Broad Street Station abandoned and functions assumed by "A" Tower; all tracks on upper level of West Philadelphia Station abandoned.

Apr. 1931 - Excavations begun for foundations for main portion of 30th Street Station in Philadelphia.

Apr. 1936 - PRR considers operating an overnight train of MP54 MU cars each way between New York and Washington at a substantial reduction below regular coach fare.

Apr. 23, 1941 - Raymond Loewy submits a design for a business compartment for *The Congressional* with sofa, two chairs and a folding table; not implemented until 1952.

Apr. 28, 1946 - PRR restores operation of through trains and parlor cars between Philadelphia and Atlantic City via Delair Bridge.

Apr. 28, 1951 - Last run of passenger service between Sunbury and Wilkes-Barre, Pa.

Apr. 17, 1956 - ICC approves PRR request to discontinue cab signals between York and "CLY" on Northern Central.

Apr. 29, 1961 - The *Nellie Bly*, last New York-Atlantic City passenger train, makes final run.

Apr. 15, 1966 - U.S. Dept. of Commerce signs demonstration contract for U.S. High Speed Ground Transportation Project between New York and Washington; PRR spends \$1.5 million to upgrade No. 3 track between

"COUNTY" (New Brunswick) and "MILLHAM" (Trenton) for high-speed tests; DOT orders four modified Pioneer III MU cars for high-speed tests; PRR begins installing 140-pound welded rail; project also includes signal improvements, high-level platforms at Wilmington, Baltimore, and Washington; PRR invests \$45 million for track and equipment and federal government \$12 million for research and testing.

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

CONRAIL BIG BLUE MEMORIES

CONRAIL EVENTS IN APRIL



Apr. 1, 1976 - Conrail goes into operation at 12:01 AM; Richard G. Jordan of USRA is first CR Chairman and CEO; Richard D. Spence, ex-VP Operations of Southern Pacific, is President and COO. Inherits 7,790 miles of track slow orders system wide.

Apr. 12, 1976 - Harrisburg paint shop turns out Conrail "Old Rivets" GG1 No. 4800 in "Bicentennial" paint scheme with blue nose, red sides with white stars, a flag and "76" symbols.

Apr. 26, 1977 - Conrail reports 4th quarter loss of \$139 million and loss of \$205.5 million for 1976.

Apr. 24, 1980 - Raritan River Railroad absorbed by Conrail.

Apr. 21, 1983 - Net income for first quarter is \$12.6 million.

Apr. 2, 1984 - "We won't be satisfied until you are" Program released.

Apr. 10, 1984 - Allegheny Corporation offers \$2 billion for Conrail.

Apr. 26, 1984 - Conrail awarded "Most Improved" E. H. Harriman award.

Apr. 1, 1995 - Double-Stack service from Philadelphia begins.

Apr. 25, 1996 - Conrail Express partnership launched.

Big Blue Lives - Only Smaller!



TIMETABLE 04 -12

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

Through Sunday, July 1, 2012

Trains in the *Lehigh Valley* exhibit at the Lehigh Valley Heritage Museum, 432 W. Walnut Street, Allentown, Pa 18102. Info: 610-435-1074 or www.lehighvalleyheritagemuseum.org.

Saturday and Sunday, March 31-April 1, 2012

Amtrak's 40th Anniversary Train on exhibit at the Wilmington, Del. Amtrak Station from 10:00 am to 4:00 pm. Exhibit is free.

Saturday - Sunday, March 31, April 1, 7, 2012

Easter Bunny Express on the West Chester Railroad. Info: www.westchesterr.com.

Friday through Sunday, April 6-8, 2012

Easter Bunny Train on the Strasburg Rail Road. Info: www.strasburgrailroad.com.

Sunday, April 8, 2012

Happy Easter!

Sunday, April 15, 2012

100th Anniversary of the sinking of the RMS TITANIC with 1,517 souls lost.

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.

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.

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.toyshow.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.

Saturday, May 5, 2012

"Hopper Jet" excursion by the Reading & Northern Railroad and Lackawanna & Wyoming Valley Chapter, NRHS. Train will be powered by 3 former Lehigh Valley SW-8s, along with 10 R&N hopper cars, passenger equipment and a caboose. Excursionists have the option to ride coach \$79, open-air photo car \$89 or caboose \$99. A one-way diesel cab ride is \$150 in addition to the ticket price. Tickets are on a first come basis. The train will run rain or shine. All sales are final - no refunds. Train departs Port Clinton at 11 a.m. returning to Port Clinton by 7 p.m. Three photo-freight runbys are planned. Make check or money order payable to L&WV RHS Excursion, 30 Harford Ave., Shavertown, PA 18708. Tickets will be mailed. Info: edlvrr@gmail.com.

Sunday, May 6, 2012

"Farewell to the Faithful Silverliners" by the Philadelphia Chapter, NRHS. Tickets \$50 each - will cover the Chestnut Hill West, Cynwyd, Fox Chase and Norristown lines. Information and order form at www.phillynrhs.com.

Sunday, May 6, 2012

Pufferbelly Day on the Wilmington & Western. Enjoy a 1½-hour round-trip to the Mt. Cuba Picnic Grove as two, coal-fired "pufferbellies" (or steam locomotives) are doubleheaded to pull the train. Info: www.wvrr.com.

Saturday, May 12, 2012

National Train Day. Activities, equipment displays, promotions, and entertainment at Washington, Philadelphia, Chicago, and Los Angeles, plus additional events at stations and railroad museums nationwide.

Saturday, May 12, 2012

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12th Street, Allentown, Pa., 18103. Info: www.valleygoto.com.

Friday through Sunday, May 18-20, 2012

Cass Scenic Railroad Railfan Weekend. Three days of photographer specials and railfan events at the Cass Scenic Railroad - Cass, WV. Info: www.msrlha.org/rfw/index.html.

Monday and Tuesday, May 21-22, 2012

Valley Railroad Photo Charter with New Haven 2-8-2 No. 3025 at Essex. CT. Info: www.lerroproductions.com/valleycharter2012.html.

Wednesday through Saturday, June 6-9, 2012

The Railroad Station Historical Society is offering a guided bus tour of many former B&O, PRR and WM stations in Maryland, Delaware, West Virginia and Washington DC. Info: Jim Kelling at 301-441-8504 evenings or www.rshs.org.

Saturday, June 16, 2012

Susquehanna Limited from Washington, DC to Harrisburg, Pa. via the NEC and Port Road, to Middletown and the Roy(alton) Branch to Columbia to rejoin the Port Road and return to DC. Sponsored by the Conrail Historical Society, Inc. Info: <http://www.crhstrips.com>.

Sunday through Monday, June 17-25, 2012

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

Saturday, June 23 through Sunday, July, 1, 2012

58th Train Collectors Association National Convention in Atlanta, Ga. Sponsored by the Dixie Division. Info: www.dixiedivisiontca.com.

Saturday, June 30, 2012

Founder's Day Excursion from Scranton to Delaware Water Gap Township by Steamtown National Historic Site. Info: www.nps.gov/stea.

Sunday through Friday, July 8-13, 2012

N.R.H.S. RailCamp at Steamtown National Historic Site in Scranton, Pa. Info: www.nrhs.com.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday, Apr. 21 through Sunday Dec. 30, 2012

EXHIBIT: Role of Railroads in Pennsylvania During the Civil War

Friday, May 11 through Sunday, May 13, 2012

Conrail Days

Saturday and Sunday, June 2-3, 2012

Norfolk Southern Days - *NOTE: There are NO Pennsy Days in 2012!*

Tuesday, July 3 through Sunday, July 8, 2012

Reading Railroad Days



April 4, 1833 - Governor Wolf of Pennsylvania signs law enabling creation of the Philadelphia & Reading Railroad.

April 20, 1887 - Schuylkill Canal boat yard at Schuylkill Haven closed.

April 18, 1908 - New passenger station opened at Washington Lane on the Chestnut Hill Branch.

April 1, 1909 - 9th and Green freight station in Philadelphia closed.

April 4, 1912 - Herndon Branch dynamited near Trevorton.

April 2, 1958 - New siding for Milprint, Inc. placed in service at Downingtown, Pa.

Apr. 26, 1967 - ICC approves Aldene Plan rerouting CNJ and Reading passenger trains into Penn Station, Newark.



MARCH, 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, March 18, 2012. The meeting was called to order at 3:00 p.m. by President Tom

Shenk with 39 members and 2 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the February Membership Meeting minutes. Dennis Allen approved the motion and Steve Himpl seconded the motion. The February membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: In the absence of First Vice-President Ron Irwin, there was no membership report. If any members are interested in receiving the electronic version of the newsletter, please contact Fred Kurtz. David Stambaugh introduced chapter guests Jerry and Carla Allison, who will be joining the Chapter.

CHAPLAIN: Chaplain Doris Geesey read "The Crocus." Doris announced that she sent a card to Evan Russell, who had some heart problems. Evan was in attendance at today's meeting. Doris also announced that Harold McCullough recently had heart by-pass surgery. If anyone would like to send a card, his address is: P.O. Box 72 Willow Street, Lancaster, Pa. 17584-0072. Jack Neiss asked about Arthur Lubitz' condition. Doris reported that Arthur is still at Rest Haven Home and he has a lot of challenges ahead of him in his recovery.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of February. Tom announced that since Richard is using a different accounting system for his Treasurer's Reports than our previous Treasurer, Toady Kennel, the Chapter Board needs to update the budget and will present the new budget to the membership. Dennis Allen announced that the person who did the Chapter's income taxes has retired. The income taxes are completed for this year. The Chapter needs someone to take over that job for a reasonable cost. If anyone is interested or knows someone who would be interested, contact Dennis or Richard.

TRIPS: Dennis Allen announced that there were a few cancellations for the trip to California in September. If anyone is interested in going on the trip, contact Dennis Allen for availability.

ANNOUNCEMENTS: Editor Ed Mayover made a Special Chapter Membership Meeting issue of the Lancaster Dispatcher showing Norfolk Southern's first Heritage locomotive, a Conrail blue GE ES44AC No. 8098, and the recently added Penn Central paint scheme. There will be 19 Heritage scheme locomotives. Cindy Kendig announced a movie night will be held on Saturday, May 5, 2012 at 7:00 p.m. at the Christiana Freight Station. The chapter will be working with the Christiana Lions club to sponsor the movie night. Due to copyright laws, we cannot publish the title of the movie. Tom Shenk announced that Spring Clean-up will be held on Saturday, May 19, at 9:00 a.m. The Christiana Fire Company is holding a breakfast the same day. Interested chapter members can meet at the Fire Company at 7:30 a.m. before going to the Clean-up at 9:00 a.m. Steve Himpl reported that he is looking at pricing for the caboose's new floor. The cabinets in the caboose would be removed to install the new floor. Steve announced that after the floor is completed, wiring the caboose for 110 volts and getting the coal stove working are on the agenda. Tom announced that the Monday, July 16 Chapter Meeting would be an "away" meeting. Richard Rutledge wrote a letter to the Stewartstown Railroad asking them if the Chapter could hold our "away" Chapter Membership Meeting there. Richard is awaiting their response. The Monday, August 20 Chapter Membership Meeting will be held at the Strasburg Rail Road. The last train will run at 7:00 p.m. and tickets will cost only \$5.00. The Chapter has taken on a new project. Steve Himpl found an old clock in the Library at the Christiana Station. Glenn Kendig said it was donated by Lee Summers. Toady Kennel said the clock came from the Parkesburg Station. The Chapter perform a minor restoration of external and interior parts and then display the clock at the Christiana Station when the work is completed. The Chapter Membership Meetings return to Monday nights for the month of April, with Mark Eyer presenting a program on "Special Trains." Tom announced that the next Board

Meeting will be held on Monday, May 14, 2012 at the Travel Time Office at 7:30 p.m. Steve announced that the Columbia Secondary has been rebuilt with new ballast. They tore down the wooden deck overpass. John Sweigart brought a flyer for an auction selling railroad items to be held at the Ridge Fire Company in Spring City Pa. on Saturday, March 24 starting at 10:00 a.m. Tom thanked your Secretary for bringing the baked goods for the Chapter kitchen this month.

ADJOURNMENT: The chapter meeting was adjourned at 3:35 p.m. for the program. Tom Jordan, Transportation Supervisor for York Railway, presented a program on "York Rail." He also brought many items from his collection for chapter members to view.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

ROWLAND HOPES TO GET GREENBRIER EXPRESS BACK ON TRACK THIS SPRING

POTTSTOWN, Pa. – Rail entrepreneur Ross Rowland says he hopes to step up the pace of work on passenger cars for the proposed weekly Greenbrier Express luxury passenger train between Washington and the Greenbrier Resort at White Sulphur Springs, W.Va., over CSX and the Buckingham Branch Railroad.

Rowland told Trains News Wire on Friday that he expects to meet this month with the project's backer, Jim Justice, the billionaire owner of the Greenbrier Resort, and expects Justice to approve a faster schedule. Rowland said development of the train slowed down last November, but said he expects increase the workforce that is rebuilding the passenger cars. "We have 12 men working on the cars now," Rowland said. "We hope to have 30 men working in April." Rowland said the company has 15 cars at Pottstown, with 12 under restoration. The cars are being overhauled in a building at the former Bethlehem Steel Plant in Pottstown.

Originally the Greenbrier Express was to run as a separate train, but due to the lack of sidings on the Buckingham Branch, CSX, which owns the track and dispatches it, does not want another train operating over the line, even if it only runs once a week. Rowland said the plan is now to couple the train's cars onto Amtrak's tri-weekly Cardinal. Still to be worked out is whether the cars can be uncoupled at White Sulphur Springs or go on to Huntington, W.Va., or another location where they can be removed from the Amtrak train. The company had purchased former Norfolk Southern C39-8 locomotives to pull the train, but those are now for sale.

The train, which was originally set to debut July 2, 2012, could be running by this fall or next Winter, Rowland said, depending on the outcome of his meeting with Justice. [TRAINS News Wire - March 2, 2012]

THIS MONTH'S BANNER PHOTO

Conrail No. 5015, an Electro-Motive Division model FL9, at Brewster, New York on April 30, 1978. This unit was formerly New Haven No. 2015. Photo by Arthur Deeks.

OPERATION LIFESAVER REMINDS YOU...



LOOK BOTH WAYS! Always expect a train. Trains can run on any track, at any time, in either direction. After a train passes, look both ways before proceeding.



NEW HO SCALE PRR INTERLOCKING KIT ANNOUNCED

Walthers has announced the Cornerstone Series® Pennsylvania Interlocking Tower in a plastic kit, measuring 2-7/16" x 3-1/8" x 4-7/8". Using all-new

tooling, it's an authentic PRR Design with correct Flemish Bond brickwork, bay window and other details - similar towers were used on many railroads. Signs for PRR, PRSL, PC, Amtrak & LIRR are enclosed. The kit is molded in 4 Colors. Walthers Part No. 933-2982, \$29.98. The kit is expected to be in stock at Walthers on April 28, 2012. Further information at www.walthers.com.

CONGRATULATIONS

Congratulations to Philadelphia Chapter, N.R.H.S. members Frank G. Tatnall, Jr. and Robert L. (Larry) Eastwood, Jr. on achieving the 50-year membership milestone. Stalwarts of the Philadelphia Chapter, Frank is Chapter President and Larry is Secretary, National Director, Editor and Chairman of the Trip Committee - that's four hats! In 2012, Larry is marking his 40th year as Editor of *Cinders*. Lancaster Chapter members may recall that both Frank and Larry have presented fantastic programs at our chapter meetings. All the best to you fine gentlemen!

THIS MONTH IN HISTORY - APRIL 1939

Reading Company
Passenger Traffic Department
Office Of The District Passenger Agent
Hotel Adelphia
Chestnut Street At 13th, Philadelphia, Pa.
April 26th, 1939

Dear Friend:

THE "WORLD OF TOMORROW" IS HERE! Convince yourself of this fact by visiting the New York World's Fair on the glorious train-boat trip sponsored by the Reading Railway on opening day of the most stupendous Fair in history, Sunday, April 30th. Erected at a cost of \$150,000,000, this thrilling spectacle of a lifetime will inspire, enchant and entertain. Not only will you view the unforgettable sights of the Fair, but will also experience the nerve tingling sensation of seeing at close range, many of Uncle Sam's mammoth warships, airplane carriers, cruisers, destroyers, and submarines.

The cost of the trip is unbelievably low, \$3.25, and includes rail transportation to and from New York, also steamer sightseeing trip of New York Harbor and a portion of the Atlantic Fleet, and finally a bus transfer direct to the Fair Grounds.

Special train will leave Reading Terminal 7:00 AM, Daylight Time, with stops at North Broad St. 7:06 AM, Wayne Junction 7:11 AM, Logan 7:14 AM, and Jenkintown 7:21 AM, arriving Jersey City 8:43 AM. Passengers board steamer directly on arrival at Jersey City of Harbor sightseeing trip etc., the steamer portion of the trip terminating at Whitestone Pier, a short distance from the Fair Grounds, from which point buses will take you direct to the World's Fair.

Admission to the grounds will be 75 cents. Returning passengers make their own transfer by either of the three subway routes as specifically directed on our flyers, to Liberty Street Ferry, thence use convenient train leaving that point for Philadelphia 5:00 PM, 7:00 PM, 8:00 PM, 9:00 PM, 10:30 PM, 11:00 PM, and 11:50 PM - all Daylight Saving Time.

Yours very truly,

Harry A. Krause (signed)

District Passenger Agent.

COURTESY OF BILL SEIGFORD, HARRISBURG CHAPTER, N.R.H.S.-USED WITH PERMISSION



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

APRIL - MEETINGS RETURN TO MONDAY EVENING!

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

Mark Eyer of the Harrisburg Chapter, NRHS will present a slide program entitled "Special Trains" which will showcase trains that are truly "special moves" for the railroad. Covering the period from 1980 to 2012, you will see railroad Office Car Specials (OCS), Circus trains, NRHS specials, several Lancaster Chapter NRHS trips, chartered trains, and, of course, the PRR E8's of the Juniata Terminal Company throughout Pennsylvania. Steam Charters will be shown as well, along with some views of the NS steam program in the 1980s. Being originally from North Central Pennsylvania, Mr. Eyer will take you along on the chase of the northbound Lancaster Chapter NRHS trip in October 1987 on the now abandoned Conrail Corning Secondary from Jersey Shore, PA to Corning, NY as well. "Special Trains" will show you trains that are unique, rare, and not what you normally see trackside throughout the United States.

MAY

MAY 5, 2012 - SATURDAY, 7:00 PM - CHRISTIANA FREIGHT STATION - MOVIE NIGHT

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

MAY 19, 2012 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION SPRING CLEAN-UP

There will be a buffet breakfast at the Christiana Fire Company Fire Hall at 7:30 AM. Have a hearty meal before joining the Gang to spruce up our Chapter home.

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



Joel Altland will present an interesting slide program titled "Railroads of the Allegheny National Forest" featuring the Knox and Kane Railroad - whose main attraction was a trip over the Kinzua Bridge, which was extensively damaged by a tornado in 2003; the Allegheny Railroad from Erie to Emporium - Hammermill Paper was the sole owner and used the line to ship product between its plants in Erie and Lock Haven; and the Oil Creek and Titusville Railroad - a tourist railroad that travels through the Oil Creek State Park on its journey from Titusville to Rynd Farm, north of Oil City. The Oil Creek and Titusville Railroad is notable in that it operates the only working Railway Post Office in the United States. Don't miss this historic program!

JUNE

JUNE 18, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Dale Woodland will return with another fantastic program featuring the local rail scene. Program information next month.

CHAPLAIN CONTACT INFORMATION:

DORIS GEESEY

EMAIL: RSCOOTER2@GMAIL.NET - **NOTE NEW EMAIL ADDRESS**

PHONE: 717-347-7637

IF YOU KNOW OF A CHAPTER MEMBER WHO IS SICK, LOST A LOVED ONE OR HAS A NEW BIRTH IN THE FAMILY, PLEASE CONTACT DORIS.



SIXTY YEARS AGO - APRIL 27, 1952

On Sunday, April 27, 1952, the Pennsylvania Railroad's Broad Street Station in Philadelphia closed - the last regular train, No. 431 for Washington, departed at 1:10 AM; the very last train was a Special carrying the Philadelphia Orchestra on tour, which left at 10:00 PM as part of a special ceremony attended by 5,000 and broadcast over radio. 600 tickets were sold on a first-come basis for the last train from Broad Street Station. All long-distance trains were rerouted to originate and terminate at 30th Street Station and the Greyhound bus terminal was moved to the north side of 30th Street Station. Broad Street Suburban Station was renamed simply Suburban Station.

LANCASTER CHAPTER BOARD of DIRECTORS

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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, APRIL 16, 2012 STARTING AT 7:30 P.M.

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416
PHONE: 610-593-4968
CHAPTER WEBSITE: WWW.NRHS1.ORG**



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@NRHS1.ORG.

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