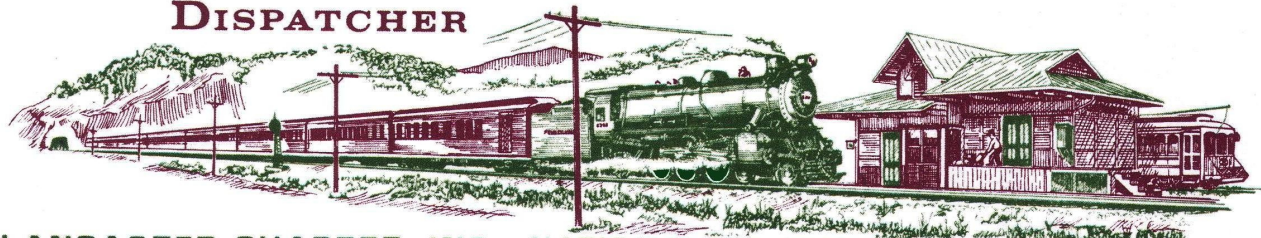


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Amtrak Ink



Bear and Wilmington Mechanical Shops Overhaul Acela Express Trainsets

In the latest example of the company's efforts to apply its mechanical expertise in new ways, a team of 36 employees from the Bear and Wilmington Mechanical facilities in Delaware have begun performing overhauls on the company's 20 Acela Express trainsets. The trainsets were first put into service in December 2000.

The first trainset will be overhauled this winter and returned to service, with the entire rotation running through the next

three years. The overhauls of the power cars at the Wilmington shops and of the coaches at Bear will assure continued reliability of this popular service.

"This major work program — done in partnership with the respective labor organizations — provides an excellent



A mechanical lift at the Wilmington mechanical shop holds the first power car to be overhauled.

opportunity for this talented team of employees to learn and apply new skills, while enabling the company to keep the work and expertise in-house," says

MAY 1, 1971 - MAY 1, 2012

41 YEARS



Chief Mechanical Officer Mario Bergeron.

The employees completed an extensive, 12-week high-speed rail training program in preparation for the work. It included several weeks spent with the High-Speed Rail maintenance teams at Ivy City, in Washington, D.C., and Sunnyside Yard in New York.

"Those mechanical forces really went out of their way to answer our questions and explain how everything works," says Mike Jones, a foreman at Wilmington.

The partnership is continuing now that work has begun, with Ivy City and Sunnyside Yard standing by to offer advice as needed.

Bill White, a car repairman at Bear with 21 years at the company, says that while many of the skills needed to do the work are the same as those used on the Amfleet cars typically serviced at his location, the Acela cars present some twists.



This team of Mechanical employees from Bear and Wilmington, Del., received hands-on training at the Ivy City maintenance facility in Washington, D.C.

"There are lots of new components; the whole computer system, the tilt system. There are all kinds of updates," he says. "The door mechanism is completely different."

In addition to the employees dedicated full-time to the Acela program, another 15 are also being trained to fill in as replacements as needed.

The program includes overhauling the air brakes, central and auxiliary blocks, blower motors, mechanical doors, air-conditioning and other systems on the trainsets, as well as fixing any broken parts or making other needed repairs identified through inspections just prior to the work.

All of the trainsets will go through upgrades in this round. Previously, trainsets 2 and 4 received less extensive updates than the other trainsets as part of an "age

exploration" study to see how the air-brake equipment performs over time. "This is a very large scope of work," says Bob Costello, superintendent of the Wilmington shops. "Having these additional skills among our workforce puts us in a prime position to take on new projects in the future." ■



[ARTICLE FROM AMTRAK INK - EMPLOYEE PUBLICATION]



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2012-2013 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



AMTRAK ON PACE TO SET NEW RIDERSHIP RECORD

WASHINGTON – Amtrak is on pace to set another new annual ridership record as passenger counts across its national network for the first six months of fiscal year 2012 (October 2011 – March 2012) are up 3.7 percent over the same period last year when the current record was established.

A closer look at the numbers show all Amtrak business lines experienced growth in the first half of FY 2012 as compared to the same period the prior year, including the Northeast Corridor (up 5.2 percent), long-distance trains (up 3.0 percent) and state-supported and other short-distance routes (up 2.7 percent.) This ridership growth continues a long-term trend that has led to eight records in the last nine years, including 30.2 million passengers in FY 2011.

"Amtrak achieving ridership records is important, but it is more critical that the right infrastructure be in place to continue this trend in the years to come and to provide safe, efficient and reliable rail transportation for all current and future passengers," said President and CEO Joe Boardman. "To do this in the Northeast, we must advance our proposed Gateway Program, as it is essential for the future growth and economic development of the entire region."

Boardman explained the Northeast Corridor (NEC) in particular has seen strong ridership growth in recent years and demand for passenger rail service on this line is expected to significantly increase as population grows, highway and airport congestion worsen, and gas prices rise throughout the region. He added that Amtrak is preparing to meet these challenges by beginning work on a comprehensive, long-term plan to improve the NEC and expand high-speed rail service, including through its Gateway Program to build increased tunnel, track and station capacity into the heart of New York City for intercity and commuter trains.

The regional highlights below show both the breadth and depth of increased Amtrak ridership across the country:

Northeast and Southeast

For the first six months of FY 2012, ridership on the Northeast Regional service (Washington – Boston) is up 8.2 percent from the same period the prior year continuing a strong performance from its record-setting year in FY 2011. The Keystone Service (New York – Philadelphia – Harrisburg) also is seeing strong ridership growth with a 4.0 percent increase.

In addition, the Ethan Allen (New York – Rutland, Vt.) is up 9.0 percent, the Adirondack (New York – Montreal) is up 5.5 percent, the Empire Service (New York – Albany) is up 3.6 percent and the Downeaster (Boston –

Portland) is up 3.3 percent. The Amtrak Virginia services had sizable gains with Washington – Lynchburg up 27.4 percent and Washington – Newport News up 16.0 percent. Also, the Piedmont (Raleigh – Charlotte) is up 15.1 percent.

West and Pacific Northwest

Ridership continues to increase on the San Joaquin (Sacramento-Oakland-Bakersfield) with 11.5 percent more passengers in the first six months of FY 2012 over the same period last year and the Capitol Corridor (San Jose – Oakland – Sacramento – Auburn) is up 6.7 percent. Also, the Amtrak Cascades (Vancouver, B.C. – Seattle – Portland – Eugene) saw a slight increase of 0.5 percent.

Midwest

Leading the ridership increase in the Midwest during the first half of FY 2012 vs. the same period in FY 2011 is the Chicago-St. Louis corridor served by Lincoln Service trains and the Texas Eagle, with a combined ridership gain of 10 percent. The highest percentage hike in the Central U.S. is a 10.6 percent increase in ridership on the Heartland Flyer (Oklahoma City – Fort Worth.) Both routes are the subject of new technology deployments, with demonstrations of 110 mph Lincoln Service trains planned for this fall and a new train control system installed on the Heartland Flyer.

Long-distance routes

Several Amtrak long-distance routes are experiencing ridership growth in the first six months of FY 2012 over the same period the prior year. Among the routes with the strongest percentage increases include the Empire Builder (Chicago – Seattle/Portland) up 6.6 percent, the Coast Starlight (Los Angeles – Seattle) up 5.7 percent, the City of New Orleans (Chicago – New Orleans) up 5.5 percent, the Silver Star (New York – Raleigh – Tampa – Miami) up 3.5 percent, the Crescent (New York – New Orleans) up 3.3 percent and the Southwest Chief (Chicago – Los Angeles) up 3.2 percent. [Amtrak]

AMTRAK CEO: NEW RAIL TUNNELS TO NEW YORK CRITICAL

As Amtrak continues to set ridership records, chief executive Joseph Boardman said Wednesday that new rail tunnels to New York are "critical" to meeting growing passenger demand.

Amtrak is seeking \$35 million this year to advance plans for its \$13.5 billion Gateway proposal to increase rail service on the Northeast corridor by adding two tunnels under the Hudson, replacing the century-old Portal Bridge near Newark, and expanding Pennsylvania Station in New York.

The Gateway project, which Amtrak hopes to complete by 2025, is a key part of Amtrak's effort to increase capacity on the overloaded Northeast corridor.

And it is integral to the railroad's long-term goal to build a new high-speed Northeast corridor rail route that would allow trains to make the 426-mile trip between Boston and Washington in three hours and 23 minutes - compared with the current eight hours on Amtrak's Northeast Regional trains, or six hours and 37 minutes on Acela Express.

The Gateway project was unveiled early last year, about four months after Gov. Christie canceled another rail-tunnel project, the ARC (Access to the Region's Core) tunnel, citing its costs.

The Government Accountability Office released a report with lower cost estimates and a smaller financial share for New Jersey than those cited by Christie when he killed the ARC tunnel.

Boardman said Wednesday that the GAO report, which said the existing 100-year-old Hudson River rail tunnels "cannot meet the access and mobility demands of the future," buttressed the case for Amtrak's Gateway project.

"If we don't get our infrastructure improved, we're going to have problems growing anything in the Northeast," Boardman said in an interview. "We're out of space - in the tunnels, on the tracks, in Penn Station."

"There has to be a change in the attitude and discussion about transportation in this country" and the role of railroads.

Funding for the Gateway project, and for Amtrak, remains uncertain, with Congress sharply divided over continuing subsidies for the national rail agency.

Boardman cited Amtrak's growing ridership - up 44 percent since 2000 - as evidence of its value.

New ridership numbers showed Amtrak passenger traffic was up 3.7 percent in the first six months of the fiscal year (October through March).

Amtrak has set ridership records in eight of the last nine years, including last year, when it carried 30.2 million passengers.

The most recent numbers show ridership was up 5.2 percent on the Northeast corridor, including an 8.2 increase on Northeast Regional trains and a 1.3 percent decline on Acela Express, the fastest and most expensive of Amtrak's trains.

Boardman said the decline in Acela ridership may have been caused by the mild winter in the Northeast, which allowed some weather-wary travelers to return to autos and planes. He also noted that improved Internet service on the cheaper Northeast Regional trains was now better than on Acela trains, which may have lured some riders away from Acela.

Ridership on the Philadelphia-to-Harrisburg "Keystone" route was up 4 percent for the six-month period. *[Paul Nussbaum, Philadelphia Inquirer Staff Writer]*

AMTRAK NANTIC RIVER BRIDGE REPLACEMENT PROJECT REACHES SIGNIFICANT MILESTONE

NEW YORK— Amtrak is reaching a significant milestone in its efforts to replace the existing 104-year old Niantic River Bridge in East Lyme, Conn., with the float-in of the new bascule lift span to the new alignment south of the existing bridge.

After the float-in of the new bridge span is completed later today, crews will begin the process of connecting it to the new pivot girders located on the land side of the marine channel. As a result, access to the channel beneath the structure will be closed to the maritime community beginning today, March 26, through Friday, March, 30 to allow for the safe movement of construction equipment. Amtrak does not anticipate any significant impact to its rail operations during this time, but some minor delays may be encountered as a result the scheduled single track operations on the existing bridge.

The next major milestone for bridge-related elements of the project will be to shift rail traffic to the new structure with the first track scheduled to open later this summer followed by the second track sometime this fall. Then, next spring the existing bridge will be demolished.

The three-year project, which began in April 2010, is being constructed at a cost of \$140 million. It remains on-schedule with an estimated completion date of May 2013. *[Amtrak - March 26, 2012]*

AMTRAK, MICHIGAN CRY FOUL OVER NS SLOW ORDER

Amtrak and the Michigan Department of Transportation publicly protested a decision by Norfolk Southern enacting speed restrictions of 25 to 30 mph on NS track between Kalamazoo and Ann Arbor. The decisions slow Amtrak *Wolverine Service* trains linking Chicago and Detroit from previous speeds of 79 mph; Amtrak advised passengers to expect delays of 45 to 90 minutes more than scheduled running times.

Amtrak and MDOT also anticipated less severe delays to the Amtrak *Blue Water* to and from Chicago and Port Huron, via East Lansing and Flint.

"The decision by Norfolk Southern to reduce train speeds on the track shared with the Amtrak *Wolverine* and *Blue Water* services will have a serious impact on passenger service, and could cause delays for freight shippers, too," said Tim Hoeffner, director of the MDOT's Office of Rail.

NS offered its own take on the situation Friday afternoon, noting, "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."

It added, "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. Amtrak and MDOT clearly saw the move, at the very least, as one of bad timing, saying, "The slow orders from NS come while it is negotiating to complete the sale of the line to the State of Michigan. These orders come less than four weeks after a celebration of increased speeds up to 110 mph on the Amtrak-owned portion of this line in western Michigan and northwest Indiana."

Countered John V. Edwards, Norfolk Southern's general director passenger policy, "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 concern." He added, "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." *[Railway Age Rail Group News]*

AMTRAK TO MORE THAN TRIPLE THE NUMBER OF TRACK-MILES EQUIPPED WITH POSITIVE TRAIN CONTROL

WASHINGTON – By the end of 2012, Amtrak expects to more than triple the number of track-miles on its own railroad where Positive Train Control (PTC) safety technology is installed as part of an aggressive program begun more than two years ago.

"PTC is the most important rail safety advancement of our time and Amtrak is strongly committed to its expanded use to enhance safety for our passengers, employees and others with whom we share the tracks across our national network," said President and CEO Joe Boardman.

PTC technology can control train movements to prevent train-to-train collisions, derailments caused by excessive speed and certain human-caused incidents such as misaligned track switches. It also can protect rail workers along the tracks by slowing or stopping trains from entering work zones.

Boardman explained that today Amtrak has a PTC system in operation on approximately 530 track-miles, including on some sections of the Amtrak-owned *Northeast Corridor (NEC)* and the entirety of its Michigan Line. By the end of 2012, Amtrak will have installed PTC on an additional 1,200 track-miles which will build-out all remaining Amtrak-owned sections of the NEC and cover the full length of its *Keystone Corridor* in Pennsylvania. This new territory will be fully functional when the locomotive fleet is PTC-equipped in 2013.

In addition, later this year Amtrak anticipates it will begin installing PTC components in 50 locomotives that will operate on tracks owned by other railroads for use when those railroads install and make operational their own PTC systems.

Boardman stated that Amtrak has long been a leader in the development of PTC and has successfully operated two PTC systems for years. Amtrak also was the first railroad to receive approval from the Federal Railroad Administration for its PTC Implementation Plan under a federal law requiring PTC on most main line tracks by the end of 2015.

Since 2000, Amtrak has operated PTC technology known as the Advanced

Civil Speed Enforcement System (ACSES) on many sections of the Amtrak-owned NEC between Washington and Boston allowing safe operations at speeds up to 150 mph. Since 2001, PTC technology known as the Incremental Train Control System (ITCS) has been in operation along sections of the Amtrak-owned Michigan Line between Kalamazoo, Mich., and Porter, Ind. In the past two years, Amtrak expanded ITCS to cover all remaining sections of its Michigan Line, and with federal approval, began operating 110 mph service in February 2012.

Amtrak also is working closely with freight and commuter railroads that operate on Amtrak-owned tracks as well as with the host railroads on whose tracks Amtrak trains operate to ensure the different types of PTC systems being deployed across the country are interoperable. Interoperability is essential to maintain safety by ensuring freight and passenger train locomotives can seamlessly communicate with different PTC systems as they operate on tracks owned by other railroads.

Boardman added that beyond the important safety benefits and serving as the foundation for higher intercity passenger train speeds in certain instances, PTC technology also can support additional communication, train management and operational efficiency improvements that the passenger and freight rail industry are only now beginning to envision.

[Edited from Amtrak]



CSX ANNOUNCES RECORD FIRST QUARTER RESULTS

JACKSONVILLE, Fla. - April 17, 2012 - CSX Corporation today announced first quarter net earnings of \$449 million, or \$0.43 per share, versus \$395 million, or \$0.35 per share, in the same period last year. This represents a 23 percent year-over-year improvement in earnings per share.

"CSX is off to a fast start in a year that will be dynamic and challenging," said Michael J. Ward, chairman, president and chief executive officer. "A significant majority of our transportation markets are performing very well and our operations are delivering excellent results."

Revenue in the quarter improved 6 percent from the prior year to nearly \$3 billion, driven by increased volume, pricing gains and fuel recovery. Overall volume was up 1 percent in the quarter when compared to the same period last year. Increased shipments in merchandise and intermodal more than offset declines in the company's coal business.

The higher revenue coupled with the company's focus on service, productivity and cost control drove an 11 percent increase in operating income to a first quarter record \$856 million and a record first quarter operating ratio of 71.1 percent, a 140 basis point improvement year-over-year.

"Although utility coal-related headwinds are likely to be stronger in the second quarter, CSX remains on track to achieve year-over-year earnings growth in 2012," said Ward. [CSX Corp.]

CSX RECOGNIZED AS A TOP EMPLOYER FOR VETERANS

JACKSONVILLE, Fla. - March 6, 2012 - CSX today announced that the company has been named a finalist in CivilianJobs.com's 2012 Most Valuable Employer (MVE) for Military ranking. CivilianJobs.com is a leading career resource organization dedicated to connecting American employers with experienced military talent. (BNSF Railway and Norfolk Southern are also finalists - Ed.)

Nearly one in five CSX employees has served in the military, and many continue to hold Reserve or National Guard status.

The CivilianJobs.com award recognizes CSX's ongoing commitment to America's military. CSX supports the Jacksonville, Florida-based Wounded Warrior Project, which provides programs and services for

injured service members to aid their transition from active duty to civilian lives.

CSX also offers employment opportunities for military veterans. In 2011 CSX hired approximately 4,000 employees. Of those, nearly 1,000 are military veterans. In 2012, CSX plans to hire approximately 3,500 people.

The 2012 MVE for Military distinction was open to all U.S.-based companies. The finalists were selected based on surveys in which employers outlined their recruiting, training and retention plans that best serve military service members and veterans. Winners will be selected from this pool of finalist companies and will be announced May 1, 2012.

[CSX Corp.]



EAST BROAD TOP RAILROAD RECEIVES \$2 MILLION GRANT

ROCKHILL FURNACE - A major improvement project to enhance the operation of the East Broad Top Railroad will move forward with the help of a \$2 million state grant, state Rep. Mike Fleck, R-Huntingdon, said Feb. 24.

The \$2 million state grant will go toward the acquisition of land and right-of-way, rehabilitation of existing track, construction of new track and construction of a shipping facility in phase one of a project to extend the historic narrow-gauge rail line from Rockhill Furnace to Mount Union.

"I am pleased and excited that the EBT Railroad has been approved to receive this substantial state grant," Fleck said. "For the last several years, many people have worked very hard on this project, and it is gratifying to slowly, but surely, see everything come together."

Last year, EBT received a \$1 million grant through the state's Redevelopment Assistance Capital Project program. The grant was awarded by former Gov. Ed Rendell in 2010 and then reviewed and released by Gov. Tom Corbett. The grant was approved Feb. 23 by the State Transportation Commission as part of a \$23 million state investment in 16 freight-rail improvement projects. [The Altoona Mirror - February 25, 2012]



NORFOLK SOUTHERN RELEASES SOUTHERN RAILWAY HERITAGE LOCOMOTIVE, CENTRAL OF GEORGIA, NICKEL PLATE ROAD NEXT



NS 8099, NORFOLK SOUTHERN'S SECOND HERITAGE LOCOMOTIVE, IS SEEN AT DEBUTTS YARD IN CHATTANOOGA ON MARCH 20. PHOTO BY CASEY THOMASON, COURTESY NS.

CHATTANOOGA, Tenn. Norfolk Southern released its second heritage locomotive March 20 in a Southern Railway scheme of the 1970s. ES44AC No. 8099 was painted at the NS shop at DeButts Yard in Chattanooga. The locomotive wears Southern Virginia green, with a gray band (that appears white) with gold trim in the same scheme worn the 17 E8s assigned to the Southern Crescent passenger train in the 1970s.

The Southern merged with Norfolk & Western in 1982 to form today's Norfolk Southern.

No. 8099 is one of 19 units to be painted in the schemes of NS's predecessor railroads as part of the 30th anniversary of the merger of Southern Railway and Norfolk & Western into NS. The first was ES44AC No. 8098, which emerged from the Altoona, Pa., Shop in Conrail blue paint on March 15.

NS spokesman Robin Chapman told *Trains News Wire* the next unit to be painted at Chattanooga will be in the colors of Central of Georgia, No. 8101. [Edited from TRAINS News Wire - March 21, 2012]

NORFOLK SOUTHERN RELEASES THIRD HERITAGE LOCOMOTIVE IN NICKEL PLATE ROAD SCHEME



The Norfolk Southern paint shop at Altoona, Pa., released the third Heritage Locomotive, NS 8100, a GE ES44AC, painted in Nickel Plate Road colors on Wednesday, March 28, 2012.

NORFOLK SOUTHERN RELEASES FOURTH HERITAGE LOCOMOTIVE



On Friday, April 6, 2012, Norfolk Southern's Chattanooga paint shop released the fourth Heritage locomotive, No. 8101, painted in Central of Georgia colors. The

locomotive, a GE ES44AC, is shown at DeButts yard in Chattanooga. Photo by Casey Thomason, NS company photographer.

NORFOLK SOUTHERN'S NORFOLK & WESTERN HERITAGE UNIT DEBUTED IN ALTOONA, PA., ON APRIL 9.



ALTOONA, Pa. — Norfolk Southern today rolled out its fifth heritage unit in the blue of the Norfolk & Western. NS ES44AC No. 8103 is one of 19 units to be painted in the schemes of NS's predecessor railroads as part of the 30th

anniversary of the merger of Southern Railway and Norfolk & Western.

NS paint shops in Chattanooga and Altoona have already turned out General Electric units in the colors of Conrail, Southern, Nickel Plate Road, and Central of Georgia. Yet to come are Pennsylvania, Interstate, Lehigh Valley, and original Norfolk Southern.

Meanwhile, EMD continues to construct its SD70Ace locomotives with the first unit expected in the paint booth in early May. These commemorate Savannah & Atlanta, New York Central, Erie, Reading, Wabash, Central of New Jersey, Illinois Terminal, Penn Central, Lackawanna, and Virginian.

NORFOLK SOUTHERN RELEASES SIXTH HERITAGE LOCOMOTIVE



ALTOONA, Pa. In the mid-1950s the Pennsylvania Railroad retired its gold pinstripe paint scheme in favor of a

single yellow stripe, but on April 18 Norfolk Southern rolled out its sixth Heritage unit wearing the famed pinstripes of the "Pennsy." NS ES44AC No. 8102 is one of 19 units to be painted in the schemes of NS's predecessor railroads as part of the 30th anniversary of the merger of Southern Railway and Norfolk & Western.

The scheme NS is using - Tuscan red with five pinstripes and the keystone in a circle -- was unique to the PRR's passenger Baldwin

Sharknose diesels. Only the Sharks, freight and passenger, had the keystone in circle. [Edited from TRAINS News Wire - April 18, 2012]

RAILROAD RUNNING WELL AFTER BEST-EVER YEAR IN 2011, NORFOLK SOUTHERN CEO SAYS IN ANNUAL REPORT

NORFOLK, VA. - After setting performance records in 2011, Norfolk Southern Corporation (NYSE: NSC) looks ahead to its 30th anniversary in 2012 and beyond "with confidence, optimism, and a great deal of enthusiasm," CEO Wick Moorman tells stockholders in the 2011 annual report, posted on the company's [website](#).

"The railroad is running well, we have a strong capital budget, and the right projects are under way to enhance our business franchises," Moorman says. Improving markets and corporate initiatives combined to make 2011 the company's "best-ever year," he notes, with record revenues, operating income, net income, and earnings per share.

"Perhaps most importantly, everything that was achieved in 2011 was achieved safely." Employees posted their lowest-ever injury ratio. "That kind of accomplishment happens only through personal commitment and a culture that puts safety first, and I could not be prouder of our people," Moorman says in his letter to stockholders.

"We have come an incredible distance" since the modern Norfolk Southern was founded 30 years ago in 1982, "and yet we have not strayed an inch from our core beliefs," Moorman says. "You can be sure that we will continue to do the right things for our customers, our communities, our investors, and our employees." [Norfolk Southern Corp.]

NS BOOSTS CAPITAL SPENDING BY 12 PERCENT FOR 2012

Norfolk Southern Corp. announced it has budgeted \$2.4 billion for capital spending in 2012, up 12 percent compared with 2011's \$2.16 billion budget. Replacement and core spending will total about \$1.6 billion, or 67 percent of the total budget, said Executive Vice President and Chief Information Officer Deborah Butler.

NS plans to spend \$840 million on roadway projects, including rail, tie and ballast programs, and bridge and culvert replacements. The budget also allocates \$322 million for facilities and terminals, such as mechanical shops, industrial products facilities and intermodal terminals along NS' Crescent Corridor intermodal route between New Jersey and Louisiana. The railroad plans to complete three Crescent Corridor terminals this year in Alabama, Pennsylvania, and Tennessee. The facilities/terminals budget also will help fund a multi-year initiative to expand and update NS' locomotive servicing facility, said Butler.

In terms of rolling stock, the Class I has budgeted \$212 million for locomotives, including alternative power units, rebuilds and upgrades, and emission kits. NS plans to purchase 35 new locomotives this year, said Butler. The railroad also has budgeted \$346 million for freight cars, including new and re-bodied coal cars, intermodal containers and chassis, and merchandise cars. Coal car replacements will be a big driver of the capex (*capital expenditures - Ed.*) budget for the next couple of years, said Butler.

"We're continuing a multi-year investment in new coal cars as our existing fleet ages out," she said. "And in addition, we're ramping up the coal car re-body program in 2012."

The 2012 capex budget also includes \$134 million for infrastructure projects, such as network improvements for coal and merchandise traffic, and public/private partnership projects associated with the Crescent Corridor and Chicago Region Environmental and Transportation Efficiency Program.

"Our infrastructure investments are specifically designed to relieve congested lines and improve capacity and velocity on Atlanta roads," said Butler. "New projects for 2012 will focus on the Birmingham-Atlanta corner and our north-south line between Chattanooga and Cincinnati."

Other budget items include \$197 million for other miscellaneous projects,

\$92 million for technology and \$247 million for ongoing positive train control (PTC) work. PTC spending is up from \$146 million in 2011 and "in line with our plans to ramp up spending as the 2015 deadline approaches," said Butler.

"Funding will be used to upgrade communication and signals, to purchase and install onboard network devices on locomotives and to continue the complex process of integrating PTC with our other operating systems," she said. "Even with recent changes in the regulations, we still anticipate the total spending on PTC will exceed \$1 billion." [*Progressive Railroading*]

NORFOLK SOUTHERN TO ADD PORTLOCK YARD TRACK FOR AMTRAK

Norfolk Southern Corp. is preparing to expand its Portlock Rail Yard in Chesapeake, Virginia to accommodate the planned Amtrak passenger rail service to Norfolk.

"We're adding a track to allow passenger trains to run through the yard without interfering with coal trains," said Robin Chapman, a spokesman for the Norfolk-based freight railroad, in an email. "Construction will begin in late 2012 and will probably be complete in late 2013."

The improvements are part of a state-funded infrastructure upgrade that also includes a passenger station at Harbor Park and a "wye" at St. Julian Avenue for turning around the passenger trains, Chapman said. There also are some capacity upgrades between Norfolk and Petersburg, and a connection with CSX Corp.'s rail network at Petersburg, he said.

The state is spending \$101 million to upgrade the Norfolk Southern and CSX freight rail corridors between Norfolk and Petersburg and Richmond.

The closest Amtrak connection with South Hampton Roads now is Newport News. That will change when the new service begins next year, allowing Norfolk passengers to travel to Washington, New York and Boston.

Norfolk Southern's Portlock yard, in the South Norfolk section of Chesapeake, has been there for at least a century, Chapman said.

Most of that time, it's served as a marshaling yard for freight traffic originating in Norfolk. Today, it includes a yard for intermodal traffic - the hauling of truck-size shipping containers and truck trailers - moving in and out of the port. [*Robert McCabe - The (Norfolk) Virginian-Pilot*]

NORFOLK SOUTHERN'S 'TRAIN YOUR BRAIN' SAFETY CAMPAIGN HEADS TO ALABAMA



NORFOLK, VA. – Alabama, known for college sports, beaches, and space camp, among other things, will never be the same once Brainy, a giant, wide-eyed pink walking brain, arrives this week.

Brainy, a hapless brain in need of training, is Norfolk Southern's public safety mascot. Brainy is part of Norfolk Southern's "Train Your Brain" public

railroad safety program, now in its sixth year. Brainy reminds people to be smart and alert around highway-rail grade crossings and to avoid trespassing on railroad property.

Alabama was selected as a target for the Train Your Brain campaign because it is a high-incidence state for train-vehicle crashes and trespass injuries. The campaign will focus primarily on Birmingham, Tuscaloosa, Huntsville, Sheffield, and Mobile.

The Alabama campaign will kick off in Tuscaloosa with Brainy appearing April 14 at the University of Alabama's A-Day spring football game at Bryant-Denny Stadium. Some 4,000 incoming Alabama freshmen are receiving stress "brains," car decals, and campaign information included in orientation packets distributed by the university.

Train Your Brain safety messages will be communicated through outdoor billboards, gas pump ads, ice chest wraps, cinema ads, wall projections,

Facebook ads, online banners, radio live-reads, text-to-win sweepstakes, University of Alabama and University of Alabama at Birmingham campus signage, public address announcements, and promotional giveaways.

Brainy and his entourage will appear at fairs, festivals, and other sporting events. At each event, the team will share train safety tips and distribute branded giveaways, such as brain-shaped stress balls, t-shirts, coloring books, children's activity sheets, z-cards, car decals, and pencils.

Norfolk Southern launched the Train Your Brain program in Memphis in 2007, with the Memphis-based marketing communications firm Archer Malmo providing creative support and coordination. Over the last five years, Norfolk Southern and Archer Malmo have collaborated to expand the campaign to North Carolina, Indiana, and Ohio. Train Your Brain's safety message has reached more than a half-million people through event appearances. [*Norfolk Southern Corp. - April 11, 2012*]



MTA ACCELERATES EAST SIDE ACCESS TIMETABLE



New York's Metropolitan Transportation Authority Capital Construction says it plans to speed construction of the \$7.4 billion East Side Access project, designed to give the Long Island Rail Road access to Grand Central Terminal and Manhattan's East Side.

Revenue service originally was anticipated to begin in late 2016, the project timetable, which had been slipping due to unexpected complications, particularly in Queens where tunnel boring will provide a link to Sunnyside Yards and the LIRR network. MTACC hopes to shave two years off the current schedule, and says it has renegotiated its contract and schedule with Dragados USA, a subsidiary of Madrid, Spain-based Grupo Dragados SA.

The new LIRR terminus at Grand Central lies underneath existing rights-of-way operated by sister railroad Metro-North; MTACC is constructing 22 elevators and 47 escalators to the eight-track terminus to aid passenger flow. MTA expects 180,000 LIRR riders to use the new service, offering more direct service to LIRR passengers and freeing up some subway capacity now used by those riders utilizing Penn Station, on Manhattan's West Side, and boarding subway lines to and from the East Side. [*Railway Age Rail Group News*]

PLANS UNDER WAY FOR GRAND CENTRAL TERMINAL'S CENTENNIAL CELEBRATION IN 2013



Two committees have begun planning next year's celebration of the 100th anniversary of Grand Central Terminal's opening in New York City, Metropolitan Transportation Authority (MTA) and MTA Metro-North Railroad officials

announced.

MTA Chairman and Chief Executive Officer Joseph Lhota will serve as chairman of the Honorary Committee, while former Metro-North President and MTA Chairman and Chief Executive Officer Peter Stangl will chair the Centennial Committee, which will help plan the year-long centennial celebration events.

The events will include music and other performances, a formal rededication ceremony and numerous public activities that will be capped with a gala celebration. The New York Transit Museum will kick off a six-week exhibition in the terminal's Vanderbilt Hall, which will feature artifacts, archival material, moving images, and photos from the museum's collection and private collectors that explore the terminal's past, present and future.

"MTA and Metro-North have rebuilt the terminal into one of the great spaces of the city, a true crossroads that still inspires awe," said Metro-North President Howard Permut. "This centennial will celebrate our commitment to this New York icon." [*Progressive Railroading*]



READING AND NORTHERN CARRIED RECORD CARLOADS, EXPANDED OPERATIONS IN 2011

Last year, the Reading, Blue Mountain and Northern Railroad Co. handled about 24,000 carloads, the most annual carloadings in the company's 20-plus-year history.

The 300-mile regional also expanded operations to accommodate natural gas supplies for the Marcellus Shale and growing anthracite coal business. Pittston Yards, which the railroad previously developed into a regional frac sand terminal with D&I Silica, handled more than 1,000 carloads in 2011. In addition, RBMN invested in port facilities along the Delaware River near Philadelphia, where the Port of Fairless Hills could export anthracite coal to international customers. The railroad partnered with Kinder Morgan to invest in a coal facility and transport hundreds of carloads of anthracite to the new port.

"After Reading and Northern was faced with the loss of the Port of Baltimore as an outlet for our Pennsylvania anthracite business, we embarked on an extensive search for a port that would be able to meet our needs, with the option of expansion," said RBMN President Wayne Michel in a prepared statement. "The development of this port with Kinder Morgan will provide our anthracite customers with access to international markets for years to come."

Late last year, the railroad also secured a long-term coal contract from Rio Tinto. And in the fourth quarter, RBMN purchased 180 aluminum rapid-discharge rail cars for about \$4 million to support coal traffic.

[*Progressive Railroading*]



PRR, PRSL & LIRR EVENTS IN MAY

May 4, 1894 - Pennsylvania & New Jersey Railroad Company incorporated in New Jersey to build Delair Bridge over Delaware River above Philadelphia.

May 24, 1905 - PRR announces Atglen & Susquehanna will be part of complete low grade freight line between Pittsburgh and New York.

May 15, 1910 - Date for opening LIRR service to Penn Station New York passes as delivery of steel cars is behind schedule.

May 23, 1915 - Remodeled North Philadelphia Station opens with eight tracks, high-level platforms, and waiting room relocated to ground floor.

May 26, 1920 - PRR informs ICC it has opened a new perishables terminal at Meadows Yard to reduce dockside congestion at New York.

May 31, 1925 - Memorial Day weekend crowds returning to New York by car clog approaches to PRR's Jersey City ferries; police are forced to give preference to produce trucks.

May 26, 1931 - PRR begins experimental "demountable truck body" container service between Baltimore and points on Delmarva Peninsula; 20-foot containers can be carried on truck chassis or railroad cars; are carried by ferry to Love Point and rail to Salisbury, from which they are distributed by road.

May 1936 - Fortune magazine publishes first installment of two-part profile of the PRR; a generally favorable account of how the PRR has survived the Depression; illustrated by evocative original watercolors by Charles Burchfield, his first for a magazine, and a photo portrait of Pres. Clement by Margaret Bourke-White, lit from below, casting a larger-than-life shadow over a map of the PRR system; memorable opening sentence:

"Do not think of the Pennsylvania Railroad as a business. Think of it as a nation."

May 14, 1941 - PRR Board authorizes extending eastbound receiving yard at Enola for 125-car trains.

May 1, 1945 - Development of steam turbine locomotive by Locomotive Development Committee begins under engineer John I. Yellott; plan calls for burning pulverized coal and screening fly ash to prevent damage to turbine blades; locomotive to be housed in a diesel-type car body.

May 1949 - PRR experiments with Raytheon "Radar-Range" microwave ovens in a dining car.

May 30, 1955 - Philadelphia Evening Bulletin first published from new plant at 30th & Market Street built on air rights over PRR tracks west of 30th Street Station.

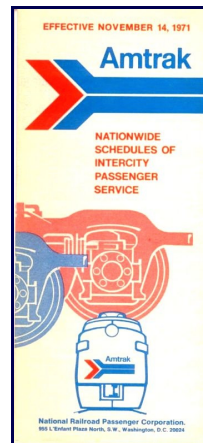
May 31, 1960 - Last Class J1 2-10-4 steam locomotives scrapped at Southwest Steel Corp., Glassport, Pa.

May 1965 - Black River & Western Railroad begins operating weekend steam tourist excursions between Flemington and Ringoes, N.J. on PRR Flemington Branch.

May 1967 - First of 20 "Silverliner III" MU cars delivered from St. Louis Car Company for SEPTA service, giving PRR 64 modern MU's in SEPTA service by end of year.

May 5, 1968 - High Iron Company runs Boardwalk Flyer excursion on PRSL between Camden and Cape May via Haddon Heights with Canadian Pacific 4-6-2 No. 1286.

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



TIMETABLE 05 -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. Information: 610-435-1074 or www.lehighvalleyheritagemuseum.org.

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 "pufferbellys" (or steam locomotives) are doubleheaded to pull the train. Info: www.wvrr.com.

Saturday, May 12, 2012



5th 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. National Train Day marks the 143rd anniversary of the creation of the nation's first transcontinental railroad. On May 10, 1869, in Promontory Summit, Utah, the "golden spike" was driven into the final tie that joined 1,776 miles of the Central Pacific and Union Pacific railways, forever transforming the face and character of America. Info: www.nationaltrainday.com.

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.

Sunday, May 13, 2012

Happy Mother's Day and Thanks to all of our Wonderful Moms.

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.

Saturday, May 19, 2012

Armed Forces Day.

Saturday and Sunday, May 19-20, 2012

Spring Weekend Show at Williams Grove, Pa. Info: www.wghsea.com.

Saturday, May 26, 2012

PicnicRail '12 at Maiers Grove, Blandon, Pa. 1:00 to 9:00 pm. Info: Phil Reppert, Pottstown & Reading Chapter, N.R.H.S., 610-926-1256.

Saturday, May 26, 2012

East Stroudsburg Community Day Excursion from Scranton using historic F3 diesel locomotives by Steamtown National Historic Site. Info: www.nps.gov/stea.

Monday, May 28, 2012

Memorial Day.

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.rssh.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, 2012

Tobyhanna Army Depot 100th Anniversary Express from Scranton featuring the US Army's Golden Knights Parachute Team by Steamtown National Historic Site. Info: www.nps.gov/stea.

Saturday and Sunday, June 23-24, 2012

The Great Scale Model Train Show at the Maryland State Fairgrounds, 2200 York Rd, Timonium MD 21093. Info: www.gsmts.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

NRHS RailCamp at Steamtown National Historic Site in Scranton, Pa. Info: www.nrhs.com.

Sunday, July 29, 2012

Spring Hamburg Dutch Train Meet at the Hamburg Field House, Pine Street, Hamburg PA 19526. 9AM to 1PM. All gauges of trains and railroadians. Over 325 tables and plenty of free parking. This meet has

been running for 40 years in the same location. Pre-admissions are \$3. Admission at door, \$5. Child under 12 free with adult. Breakfast and lunch available. Info: Ralph Maurer, 85 Moravian School Road, Oley PA 19547, 610-987-3144 or email ralphthetrainguy@yahoo.com.

Saturday and Sunday, Aug. 4-5, 2012

Greenberg's Train and Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD 21093. Info: www.GreenbergShows.com.

Saturday and Sunday, Aug. 11-12, 2012

Greenberg's Train and Toy Show at the New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ 08837. Info: www.GreenbergShows.com.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

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 - Highlights the equipment, history and people of Conrail, presented in partnership with the Conrail Historical Society.

Saturday and Sunday, June 2-3, 2012

Norfolk Southern Days - **NOTE: NO PENNSY DAYS in 2012 - see below.**

Tuesday, July 3 through Sunday, July 8, 2012

Reading Railroad Days - Tour Reading Company equipment and enjoy a huge, operating model railroad from the Reading Company Technical & Historical Society.

Monday, July 9 through Friday, July 13, 2012

Barons & Builders Day Camp - Ages 9 and 10

Monday, July 23 through Friday, July 27, 2012

Barons & Builders Day Camp - Ages 11 and 12

Friday and Saturday, Aug. 10-11, 2012

Hogwarts Express Parties - Registration begins July 2, 2012.

NO "PENNSY DAYS" AT RAILROAD MUSEUM OF PENNSYLVANIA

We were abruptly shaken from our winter slumber by both online and printed information from the Railroad Museum of Pennsylvania in Strasburg that there would be no **Pennsy Days** this year, yet Conrail and Reading days will continue along with a new Norfolk Southern days. This was a unilateral decision made by the museum with no forewarning to the Society. Some folks have contacted me about it and at least one has had dialog with museum Director Charles Fox. Here's what Chuck told me about the decision - "We are not going to have a **Pennsy Days** this year, but rather we are looking to concentrate our efforts on a "Super **Pennsy Days**" event to be held in conjunction with the PRRT&HS Convention in 2013, which as you know will be in Strasburg [and Lancaster] next year.

The NS Days event is expected to be a one-time event marking the 30th anniversary of the founding of Norfolk Southern, although I do hope it can evolve into a more general modern railroading-type event in the future. Truth be told, after all of these years I think **Pennsy Days** needs a little re-invention - the event barely scratches the surface of what the PRR meant to Pennsylvania. With that in mind, I would like to discuss the opportunities with you when your schedule permits with the goal of creating an event that is rich in programs and exhibits and attractive to new audiences, something that would benefit both of our organizations."

[Al Buchan - Pennsylvania Railroad Technical & Historical Society]



**RIDING THE READING...
READING COMPANY EVENTS
IN MAY**

May 10, 1833 - First meeting of the Commissioners of the Philadelphia & Reading Railroad.

May 16, 1858 - 26 coal cars piled up in train wreck at Schuylkill Haven.

May 30, 1862 - James Connor's colliery ships the first carload of coal to pass over the Mahanoy Plane.

May 23, 1909 - Name of Mount Pleasant station changed to Sedgwick.

May 1, 1910 - New Freight house opened at 12th & Cumberland Sts., Philadelphia.

May 2, 1912 - Freight house at Elmwood, NJ destroyed by fire.

May 10, 1927 - Reading and B&O open new perishables terminal at Snyder & Delaware Avenues in South Philadelphia.

May 22, 1950 - Alphabet Route (Rdg/WM/P&WV/NKP) establishes second morning service Philadelphia-Chicago and Philadelphia-East St. Louis; Reading also establishes second morning service with LV and NKP via Bethlehem and Buffalo.



READING COMPANY BLACK DIAMOND INSPECTION LOCOMOTIVE OUTSIDE READING SHOPS IN 1947. READING COMPANY TECH. & HIST. SOCIETY PHOTO

**RESTORATION PROGRESSES ON
READING BLACK DIAMOND
INSPECTION LOCOMOTIVE**

ST. LOUIS – Restoration of the Reading Co. *Black Diamond* steam inspection locomotive is continuing at the Museum of Transportation in St. Louis. Baldwin built the 1889 2-2-2T for the Philadelphia & Reading Coal & Iron Co. The locomotive was retired in

1908 and stored as a relic. The Reading Co. loaned the engine to the museum in 1949, and Reading successor Conrail sold it to the museum in 1976. It is the only surviving example of an American steam inspection locomotive.

The *Black Diamond's* body has been repainted in raw umber and the wheels repainted red, with some of the newly redone nickel-plated metalwork back on the locomotive. All the windows are back on, and the cab doors have been installed. The pilot has been repainted red and will be reattached once the locomotive has been moved to the museum's new visitors center, which opened March 6.

Remaining work includes canvas replacement on the roof, putting the headlights into their cases at each end, replacing the rubber mats on the front platform and steps, and remounting the bell. The restoration included the replacement of the safety valve and whistle. The valve gear and reversing lever have been freed up and are now centered. [TRAINS News Wire - March 9, 2012]



**APRIL, 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 Monday, April 16, 2012. The meeting was called to order at 7:35 p.m. by President Tom Shenk with 40 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the March membership Meeting minutes. Steve Himpl approved the motion and Smoke Shaak seconded the motion. The March Membership Meeting

minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Ron Irwin announced that Jerry and Carla Allison joined the Chapter and were sponsored by Lois and David Stambaugh. Mark Eyer, chapter guest who is presenting the chapter's program tonight. Tom reminded members to think about changing their newsletter from the paper version to e-mail.

CHAPLAIN: Chaplain Doris Geesey gave some facts on the *RMS Titanic*. At 2:20 a.m. on April 15, 1912, one hundred years ago, the *RMS Titanic* sank after striking an iceberg in the North Atlantic. There were 2220 passengers and 885 crew members on the ship when it went down. Doris announced that she sent a card to Evan Russell, who was having some heart problems. On behalf of the Chapter, Doris sent Harold McCullough a card and planter - he recently had heart by-pass surgery. A Sympathy Card was sent to Mark Hoffman for the recent passing of his mother. Doris received an e-mail from Doris Depew stating that her husband, Pete is having his 75th birthday on April 20. She would like to have a Card Shower for him. If anyone is interested in sending him a birthday card, his address is: P.O. Box 117, Ovid, New York 14521. Dennis Allen's brother, Charles was recently hospitalized. Glenn and Cindy Kendig's four year old granddaughter, Alexis had an accident and broke her leg. Also, their daughter-in-law (Alexis's mother) was in the hospital at the same time as Alexis.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of March.

NATIONAL ELECTIONS: Tom reminded the Chapter membership to send in their proxy for the National Annual Meeting. In November, there will be a new National Board and no proxy's will be mailed out. Tom introduced the candidates running for the Chapter District 2 seats. District 2 is the entire state of Pennsylvania. They are Smoke Shaak for a term of two years and Mark Eyer for a term of four years. Mark introduced himself to the Chapter Membership. He has been an NRHS member for 31 years. He is a member of the Harrisburg Chapter, where he served as President (seven years), Program Chairman (seven years), and currently is serving as Chapter Director. Mark is a member of the Central Pennsylvania Chapter where he serves as Historian and Editor and also is a member of the Cumberland Valley Chapter in Chambersburg. Smoke Shaak announced the Spring Board Meeting will be held in Richmond, Virginia.

ANNOUNCEMENTS: Tom Shenk announced that work has been completed on two double benches and two single benches at the Lancaster Train Station under the Capstone Project. Tom also reported that he is working on the Chapter Budget and the Board will vote on the budget at the Monday, May 14, chapter Board Meeting. The Budget will be presented to the Chapter Membership at the Monday, May 21, Chapter Meeting. Cindy Kendig announced that a movie night will be held on Saturday, May 5, 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. Tom Shenk announced that Spring Clean-up at the Christiana Freight Station 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 considering using decking used in tractor trailer floors for the caboose floor. Tom announced that the Monday, July 16, Chapter Meeting will be an "Away" meeting. The "Away" Chapter Membership Meeting will be at Stewartstown. 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 only cost \$5.00. Steve Himpl reported that he could not donate the old chapter radios to anyone because of the change from broadband to narrowband. He disposed of the radios. The Chapter will renew its radio license when it expires in May 2013. The Chapter will not be purchasing new radios because of the expense. We will rent any radios as needed. Steve found an old clock in the Library at the Christiana Freight Station. Glenn Kendig said it was donated by Lee

Summers. Steve reported that the clock is dated between 1890-1910. The Chapter will do some minor restoration of external and interior parts and will display the clock at the Christiana Freight Station when the work is completed. The clock's wooden cabinet is at the "Furniture Doctor" for restoration in Manheim. The interior parts are being repaired by someone in Lititz. Tom announced that the next Chapter Board Meeting will be held Monday, May 14, at the Travel Time Office at 7:30 p.m. Tom reminded everyone that Primary Election day in Pennsylvania is Tuesday, April 24. The Kitchen Committee (Joan and Eileen) have Chapter Members signed-up for the remainder of this year. They will be passing around the sign-up sheet for next year. Next month's program will be a slide program of "Railroads of the Allegheny National Forest" given by Joel Altland.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:15 p.m. for the program. The program was presented by Mark Eyer on "Special Trains."

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY

THIS MONTH'S BANNER PHOTO

Repainted Metroliner No. 829 on an early Amtrak post card.

OPERATION LIFESAVER REMINDS YOU...



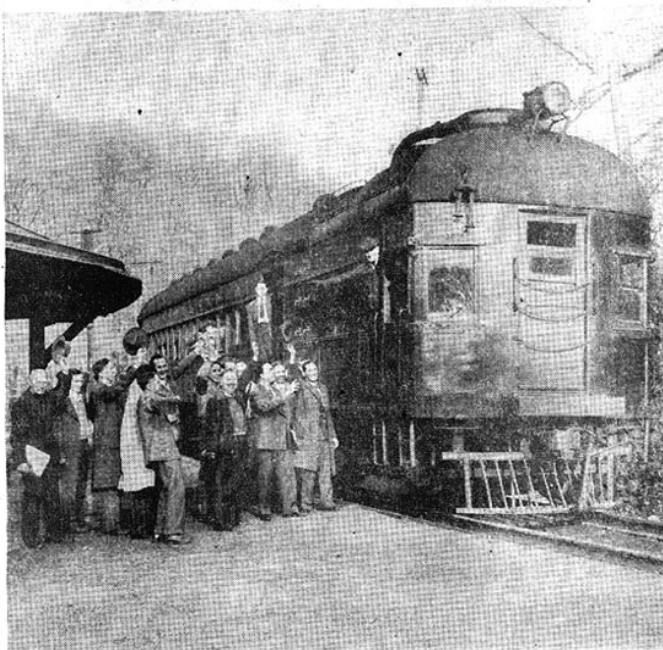
IF YOU SEE A TRAIN COMING, WAIT! Don't be tempted to try to beat a train. An approaching train may be closer and traveling faster than it appears.

THIS MONTH IN HISTORY - MAY 1948

Editor's Note: Friday, April 30, 1948 marked the last run of a passenger train between Wawa and Oxford, Pa., ending passenger service on the Octoraro Branch.

The following article written by John La Cerda of The Bulletin Staff appeared in the Philadelphia Evening Bulletin on Saturday, May 1, 1948.

Octoraro Train Toots Nostalgic Farewell to Its Sad Passengers



Members of the Philadelphia chapter of the National Railway Historical Society, who made last trip, greet engineer Harry E. Galbraith at Wawa, eastern terminal of the line.

Passengers won't be riding the Octoraro today. Nor tomorrow. Nor any day, anymore. For the Octoraro as a passenger line died on Friday. It's

passing was sad and nostalgic, a hand-waving good-bye, children standing mournfully by the tracks, a collie racing along and barking, tears and reminiscences, extra toots on the whistle, and a gift or two for "Shiney," the beloved conductor from whom a man could borrow five dollars in a spot.

It was, for 15 communities, between Wawa and Oxford, the passing of an era of personal railroading, of leisurely friendship and camaraderie on the one-track line which had been carrying people through the rolling countryside of Chester and Delaware Counties since 1859.

The Octoraro died because the cost of running the train - it was really just a Diesel-engined car, with a baggage compartment up front and the seats at the rear - was about \$145 a day and the revenues to the Pennsylvania Railroad came to only \$32. On Sundays, the revenues were only \$17, the Pennsy said.

Livestock Still Roams

It was at 6:15 p.m., Daylight Time, that the Octoraro's Number 793 began her farewell run on the 31-mile route, where the speed limit was 35 miles per hour but the engineer seldom "revved" her up to that because of the 49 grade crossings and the peril from roaming livestock and careless children.

There were 75 passengers on Number 793 and half were people who came along for sentimental reasons. There were parents who brought their children, so that the children would always remember how the Octoraro ended.

There were about 20 members of the Philadelphia Chapter of the National Railway Historical Society, who came with cameras and autograph books because the passing of the Octoraro was a big event to the society. One of their members, more agile than the rest, wore an engineer's cap and carried a portable radio. He got aboard at Wawa by going through a window.

On hand two hours before train time was Joseph G. Miller, 83, of Oxford, who was an Octoraro conductor for 50 years until he retired 13 years ago. It was his son, Leslie, 47, usually called Shiney, who replaced him on the line and who was to be the conductor on the last run.

Shiney's Family There

Shiney had brought his wife; and their five children were there too, all dressed up for the event. Mrs. Miller said Shiney had been feeling blue for weeks. He got his nickname, she said, because as a boy he used to sing "Cheyenne," and people just naturally got to shortening it and calling him Shine or Shiney.

"Shiney" was calling "All aboard!" when a neat and smiling woman, Mrs. C. M. Thomas, of Avondale, came running up and handed him a package. "It's for your last trip," she said. "It's from Charlie Tenner. He thought you'd like it."

Octoraro Heads South

It was a new cap. Shiney didn't say a word, just got aboard and pulled the signal cord. Up front, stationed almost atop two Diesels that were built by Westinghouse 22 years ago, engineer Harry E. Galbraith, 16 years with the Octoraro, opened the throttle and Number 793 moved away from the Wawa station and around the bend, headed South.

Christian Sanderson, of Chadds Ford, who is looked upon as a sort of historian in the communities along the Octoraro, and who had put on a new red shirt for the occasion made a notation in a notebook and turned to Samuel Kirkpatrick, of Elkton, the baggage-man.

"Young fellow," he said, "you're only 32 and haven't been around these parts as long as I have, so may'be you're not as sentimental as I am. But this, believe you me, is a historic occasion."

On the rear platform of Number 793 stood Herbert W. Guest. He was a signalman at Chadds Ford, where tracks of the Reading Co. Cross the Octoraro, and he had got the afternoon off to make the final ride.

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

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

Meet for a buffet breakfast at the Christiana Fire Company Fire Hall at 7:30 AM. Have a hearty meal before joining the Gang to spiff up our Chapter home.

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



Joel Altland will present an interesting slide program entitled "Railroads of the Allegheny National Forest" featuring the Knox and Kane Railroad - whose main attraction was a trip over the Kinzua Bridge (shown at left), 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 present a digital program entitled *Centuries in the 21st Century: Alco/MLW Locomotives Since 2000*. Alco Century series locomotives on the Bath & Hammondsport, Delaware-Lackawanna, Livonia, Avon & Lakeville, Minnesota Commercial, Morristown & Erie, New York, Susquehanna & Western, Southern Railroad of New Jersey, Reading Company Technical & Historical Society, West Chester and Western New York & Pennsylvania Railroads.

JULY - CHAPTER "AWAY" MEETING

JULY 16, 2012 - MONDAY, 7:30 PM - STEWARTSTOWN - REGULAR MEMBERSHIP MEETING

The Chapter will meet at the Stewartstown Railroad Station in Stewartstown, PA. Details and directions in the July issue of the *Lancaster Dispatcher*.

AUGUST - "RIDE THE RAILS" STRASBURG RAIL ROAD MEETING

AUGUST 20, 2012 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - REGULAR MEMBERSHIP MEETING

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in the Strasburg's Open Air passenger car. Restrooms will be available at the station and the shops and restaurant close about 15 minutes after the train returns to Strasburg.

CHAPLAIN CONTACT INFORMATION:

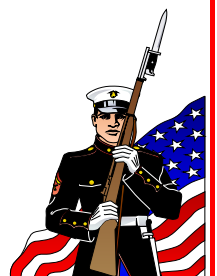
DORIS GEESEY

EMAIL: RSCOOTER2@GMAIL.COM - 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.

THE LANCASTER CHAPTER BOARD OF DIRECTORS WISHES ALL CHAPTER MEMBERS, FRIENDS AND E-MAIL READERS A VERY HAPPY AND SAFE MEMORIAL DAY HOLIDAY. REMEMBER OUR FALLEN VETERANS - WHO GAVE US THE FREEDOMS THAT WE ENJOY TODAY!



LANCASTER CHAPTER BOARD of DIRECTORS

| | | | |
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THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, MAY 21, 2012 STARTING AT 7:30 P.M.

**LANCASTER CHAPTER
NATIONAL RAILWAY
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10 RAILROAD AVENUE
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