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A SHORT HISTORY OF THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD - ALIAS "OCTORARO" BRANCH

BY RALPH DENLINGER OF OXFORD, PA.

"A meeting of the stockholders of the Philadelphia and Baltimore Central Railroad and of the Baltimore and Philadelphia Railroad Company, was held at Oxford, Pa., on Tuesday, the 20th of June, 1854, to consolidate the two companies, and to elect a President and Director for the united company". And so the ancestor of today's railroad through southernmost Chester County was born.

On Wednesday January 3, 1855, the first ground was broken at Isaac Speakman's farm (one source says Darwin Painter's farm) at Painter's Crossroads. Following a brief speech, Messrs. Quigley and Stone, contractors, entered immediately upon their work. Expectations were that they would reach Chadd's Ford by locomotive within six months.

Facing financial difficulties, construction of the rail line was limited to construction of the roadbed until circa May 1859 when track was laid and locomotives ran as far as Concordville. Stage coach service connected Concordville to Kennett Square at that time. In mid November 1859 trains began crossing the Brandywine Creek. Train service arrived at Kennett Square on December 17, 1859 amid great fanfare. A schedule for December 24, 1859 shows two trains from Kennett Square and two passenger trains to Kennett Square were in operation daily to and from Philadelphia.



KENNETT SQUARE STATION IN MARCH, 2007

The railroad opened to Avondale January 31, 1860 when the need for 5 bridges within a mile west of Avondale slowed progress. By June 12, 1860, the tracks were only about three quarters of a mile west of Avondale. Construction continued and a July 3, 1860 schedule shows West Grove offering two trains to and two trains from Philadelphia daily. Stage coaches served Oxford from the end of the railroad as of September 1860. Scheduled trains were reaching Elkview by October 28, 1860. While the trestle over the Elk Creek was being constructed, roadbed and track was completed to Oxford rather than wait for the bridge to become serviceable.



December 18, 1860 saw an announcement of a "grand jubilee" to be held at Oxford at the opening of the railroad to that town. December 22, 1860 indeed saw a "grand jubilee" as the West Chester and Philadelphia Railroad locomotive "Rockdale" was decorated with flags to pull a six car train full of dignitaries to Oxford. This marked the last of the major communities to be reached in Chester County and in Pennsylvania by the Philadelphia and Baltimore Central Railroad. The postcard at the left shows Oxford Station as it appeared in 1905.

Ground was broken at Rising Sun, Maryland February 5, 1856, but the start of the Civil War in April 1861 caused construction to cease. An article in "The Village Record" dated August 15, 1865 states "The Baltimore Central Railroad Company have commenced laying the track beyond Oxford Borough. The cars have been running to Oxford for some years. The track is now laid one mile beyond Oxford". The railroad passenger service reached what is now known as Nottingham circa October 1865 and reached Rising Sun Maryland January 16, 1866. The "opening

of the road" of the Philadelphia and Baltimore Central Railroad to Port Deposit was celebrated with an excursion on Monday April 12, 1869 marking slightly over 14 years for its completion. This location was where the Octoraro Creek met the Susquehanna and was where the Octoraro Station was located, thus it was referred to as the "Octoraro Branch" and later "Central Division".

Financial woes from the beginning created a situation whereby the Philadelphia and Baltimore Central Railroad would see itself leased out and essentially operated under the direction of larger railroads. The Philadelphia and Baltimore Central Railroad merged with the West Chester and Philadelphia in 1881 and came under the Philadelphia, Wilmington and Baltimore Railroad (PWB) in 1882.



In 1916 it was controlled by the Philadelphia, Baltimore and Washington (PBW) which was in effect under supervision of the Pennsylvania Railroad (PRR). The smaller railroads were in essence leased by the PRR rather than owned.

Passenger service to Southern Chester County diminished after World War I and in April 1921 a single gas car began passenger service between Wawa and Oxford. April 14, 1935 marked the end of passenger service south of Oxford and April 30, 1948 saw passenger service on the "Octoraro" end altogether.

Freight service has continued off and on since 1948. In 1968 the PRR was merged with the New York Central into the Penn Central. 1972 saw Hurricane Agnes cut service and the loss of rail service saw some customers seek other means of transporting goods in and out of the region. In 1977 limited freight service resumed and the lines (railroad lines - Ed.) such as the Octoraro, Brandywine Valley, Morristown and Erie

and East Penn have worked to rebuild the physical line itself and to restore profitable operation of the line.

As the Philadelphia and Baltimore Central Railroad approaches its 150th anniversary, the Oxford Area Transit Services (OATS) group has set its goal on the return of passenger service to the region. --- Ralph Denlinger



OCTORARO BRANCH SHOWN ON A 1920 PENNSYLVANIA RAILROAD MARYLAND DIVISION MAP

Wawa was the junction of three Pennsylvania Railroad branches — the West Chester Branch, which is now the SEPTA commuter rail line (currently inactive west of Elwyn, but plans are in place to restore service west to a new park-and-ride facility in Wawa), the Chester Creek Branch, which was abandoned in 1972, and the Octoraro Branch, which was abandoned between Wawa and Chadds Ford in 1973. The former Octoraro Branch of the Pennsylvania Railroad ran from the Susquehanna River, in Maryland, to Wawa. The easternmost part of this was used by a steam tourist railroad, the Wawa and Concordville Railroad, from 1966 to 1970. Floods in 1971 and 1972 caused it to be abandoned. [Wikipedia.com]

The Pennsylvania Railroad abandoned the Octoraro Branch south of Colora, Maryland in 1961. Washouts of bridges near Wawa in 1971 landlocked the branch. It waited for the Octoraro Railway to restore the connection with the Reading line, and the national rail network, at Chadd's Ford Junction. The ends of the branch south of Colora and from Chadd's Ford Junction north remain severed, and there is no operation south of the Maryland state line. Where stations remain today, modern additions and alterations have often obscured their original function. [Historical Society of Cecil County, Md.] Graphics from Ralph Denlinger, Oxford Area Transit Services and the collection of the Editor.





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



FINAL 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 NAMES DJ STADTLER AS VICE PRESIDENT OF OPERATIONS

WASHINGTON – Amtrak announces that DJ Stadler is the new vice president of operations overseeing the railroad's transportation, engineering and mechanical departments, effective immediately.

Stadler will be responsible for delivery of service including the train crews, locomotives and other train equipment, stations, food and beverage, and the Amtrak-owned infrastructure on the Northeast Corridor and elsewhere.

Stadler has served as the acting vice president of operations since December 2011 and previously served as the chief financial officer at Amtrak. He has more than 20 years of experience including more than 11 years at the U.S. Department of Transportation. [Amtrak]

AMTRAK MICHIGAN SERVICE IMPROVEMENTS

CHICAGO – Momentum is building for improved Amtrak service to and from Michigan with a series of positive developments for intercity rail passengers.

Amtrak Wolverine Service and Blue Water passengers can now expect the return to normal travel times from Kalamazoo to near Dearborn with the completion of track and crossing improvements performed by Norfolk Southern Railway (NS) to eliminate the drastic speed restrictions imposed by NS in March.

Also, Amtrak will issue schedules effective May 21 for the Pontiac-Detroit-Chicago Wolverines (Trains 350-355) and the Port Huron-East Lansing-Chicago Blue Water (Trains 364 & 365) accounting for the speed increase this year to 110 mph on the Amtrak-owned Michigan District in Michigan and Indiana. Permanent schedule changes are pending approval of NS for the Chicago to Porter, Ind., segment of the route and from CN, which owns the Blue Water route from Battle Creek to Port Huron and the Wolverine route between Pontiac and Detroit.

Passenger Service Notices about new schedules will be provided at stations, shown as part of the booking process on Amtrak.com and posted at Amtrak.com/Alerts.

Last week, the Federal Railroad Administration (FRA) announced a \$3.2 million grant to further reduce passenger travel times between Chicago and Michigan over the congested Chicago to Porter route owned by NS and used by 12 daily Amtrak trains. The study will consider needed infrastructure improvements to allow faster and more frequent passenger train service along the entire Chicago to Detroit/Pontiac rail corridor.

This week, the U.S. Surface Transportation Board announced the Michigan Department of Transportation (MDOT) can execute its plan to acquire and improve the 135-mile NS line from Kalamazoo to near

Dearborn, so Amtrak can run Wolverine Service at speeds of up to 110 mph in the future. MDOT received High-Speed Intercity Passenger Rail Program grants from the FRA of more than \$346 million for this purpose.

"Amtrak looks forward to working with the FRA, Michigan, Illinois and Indiana to improve this corridor and better connect these vital cities in the Midwest with travel times far better than driving, more comfortable and productive than flying and with a smaller carbon footprint than either of those modes," said Joe Boardman, Amtrak President and CEO. [Amtrak]

Service Improvements on Michigan Amtrak Lines



AMTRAK REVAMPING OPERATIONS TO IMPROVE FINANCIAL PERFORMANCE AND CUSTOMER SERVICE

WASHINGTON – As part of the company's ongoing reorganization to align functions and resources with its new strategic plan, Amtrak is moving forward with revamping its Operations management structure by creating four business lines to establish clear accountability for the financial performance of individual trains and to improve customer service delivery.

"Two of the most important strategies set in the strategic plan are to establish business lines and reorganize the Transportation, Mechanical and Engineering departments in order to create a single, integrated operating unit which will help us achieve our goals in safety and security, financial excellence and customer focus," said President and CEO Joe Boardman.

"Operations is not about moving trains, it's about moving customers who pay for our services and that must always be what drives our actions," stated Vice President of Operations DJ Stadler.

Stadler explained the changes being made are also about an Amtrak structured to grow as its business needs and opportunities grow, and that when the reorganization is complete, there will be fewer layers of management from top to bottom so things can happen faster with less bureaucracy. He added that the plan does not include any service reductions.

The initial step in the transition process will be to hire general managers to run each of the four business lines that are being established within Operations: Northeast Corridor Services, Long-Distance Services, State Supported Services and Commuter Services. These positions will report to the vice president of operations and will have full accountability for profit and loss of their respective train services.

Field operations will report up to the general managers through a new integrated management structure so that each one has the ability to control costs. Also, general managers will have an effective relationship

with the groups responsible for delivering revenue so they have an ability to manage the overall financial performance of their routes. In order to create integrated and improved service delivery, each major terminal will have a single manager responsible for all train and station services and who is accountable for ensuring customers arrive at clean stations with excellent ticketing and boarding services, trains depart on-time with superior customer service, and equipment is clean, comfortable and reliable.

"We are creating ownership of our services within Amtrak and moving decision-making closer to the front-line, while keeping support functions centralized. This approach gives us the ability to better serve customers while maintaining efficiencies that will allow us to achieve our financial goals," stressed Stadler.

The Operations reorganization plan will be rolled out in phases over the next 16 months with full transition to the new structure in October 2013. [Amtrak]

AMTRAK COMPLETES NEW HIALEAH PREVENTATIVE MAINTENANCE FACILITY

WASHINGTON – Amtrak long-distance equipment will now receive safety inspections, servicing and maintenance in an upgraded, more efficient and environmentally designed facility in Hialeah, Fla., that will dramatically improve capacity, efficiency and working conditions.

The enhanced facility is 50 feet wide by 920 feet long and includes a 600-foot in-ground pit that includes an in-floor jacking system to remove and replace the wheel trucks. It also has administrative offices, training rooms, and employee locker and lunch rooms. In addition, the facility has a number of features to meet the Leadership in Energy and Environmental Design (LEED) standards for environmentally sustainable construction.

The Amtrak Hialeah Preventative Maintenance Facility will maintain Viewliner, Amfleet II and Heritage Diner equipment used on some long-distance routes which was previously serviced in an open-air environment. The facility will centralize maintenance of the equipment, improving efficiency and reducing equipment out-of-service time.

The facility was constructed by Dana B. Kenyon Co. of Jacksonville, Fla. The contract cost for the project is \$32.7 million with \$29.4 million funded through the American Recovery and Reinvestment Act. [Amtrak]

AMTRAK SECURITY PROGRAM RECOGNIZED AS GOLD STANDARD BY TRANSPORTATION SECURITY ADMINISTRATION

WASHINGTON – Amtrak is being recognized by the Transportation Security Administration (TSA) for earning the federal agency's highest rating of Gold Standard on the railroad's most recent Baseline Assessment for Security Enhancements (BASE). This designation recognizes Amtrak's dedication to building a strong security program.

Of the areas assessed, Amtrak received high marks for its establishment of security and emergency awareness programs both internally and externally.

The TSA BASE program is designed to establish a security standard for individual system security programs and assess progress. This voluntary comprehensive review of rail and mass transit agency security programs focuses on multiple categories identified by the rail and transit community as fundamentals for a sound security program. They include a review of topics such as an agency's security plans, security training, drills/exercise programs, public outreach efforts and background check programs.

Random security measures such as VIPR Operations conducted jointly with TSA, the Operation RAILS SAFE nationwide exercise to test counterterrorism and incident response capabilities along tracks and at stations used by Amtrak, passenger baggage screenings and its canine explosive detection program, which now includes 50 teams of which 19 dogs have special vapor wake training, were highlighted as leading to the success of the Amtrak security program. In addition, Amtrak's public

outreach efforts through programs such as Partners for Amtrak Safety and Security (PASS) and safety videos were also acknowledged. [Edited from Amtrak]



AMTRAK AND CSX REACH AGREEMENT

Amtrak will take control of the *Empire Corridor* from Poughkeepsie to Schenectady (86 miles - Ed.) in early November after the line's owner, CSX Corp., reached a lease agreement with the passenger rail service.

The agreement, which still needs the approval of the state Department of Transportation and the state comptroller, will allow construction to begin on almost \$200 million worth of projects, including a second track between Albany and Schenectady, improvements at the Schenectady station and signal upgrades south of Rensselaer.

The work now isn't expected to get under way until the spring of 2013. It wasn't clear whether any of the projects might get under way this year, such as the installation of a fourth track at the Rensselaer train station. State DOT officials weren't available for comment.

Rail advocates have sought the second track to alleviate a bottleneck for at least two decades. The single track often forces trains to wait in the station for 15 or 20 minutes while a train heading the opposite direction clears the 14-mile line. [Eric Anderson, *The Times Union - Albany, NY*]



GRASSROOTS MOVEMENT PUSHES FOR RESTORATION OF AMTRAK SUNSET LIMITED ROUTE

A grassroots movement is building to encourage the restoration of Amtrak's *Sunset Limited* service east of New Orleans to Florida, which hasn't operated since Hurricane Katrina struck in 2005, according to the National Association of Railroad Passengers (NARP).

Amtrak began running *Sunset Limited* service east of New Orleans to Orlando, Fla., in 1993. But in August 2005, the hurricane partially destroyed the rail line. Although CSX Transportation rebuilt the line "better than new" within six months of the storm, *Sunset Limited* service has yet to resume east of New Orleans, NARP officials said in a statement posted on the association's website.

Florida cities that lost the Amtrak service include Pensacola, Chipley, Crestview, Tallahassee and Lake City. Other cities in the region without service include Biloxi, Miss., and Mobile, Ala.

"This route segment, which completes the busy Interstate 10 corridor, connects the eight southernmost states that, together, have one of every three Americans and account for half the nation's population growth since 1970," NARP officials said.

The grassroots movement to restore the service "is swelling, driven by increasing congestion, rising gas prices, and a need for the economic benefits" that would be associated with the route's restoration, they said.

[Progressive Railroading]



CSX ADDING 380 TO EMPLOYMENT ROLES IN THREE STATES

CSX Transportation is hiring roughly 380 workers in Alabama, Maryland and Tennessee, the latest sign of the railroad industry's strong financial health and graying work force.

Class I railroads are expected to hire more than 15,000 people this year, with most of the hires being a response to attrition, according to the Association of American Railroads. About 30 percent of the major railroad work force is eligible to retire over the next five years.

Employment at major North American railroads in mid-February grew 3 percent year-over-year to 159,228 workers, according to statistics submitted by the railroads to the Surface Transportation Board. The

largest increase in hiring was of executives, officials and staff assistants, up nearly 3.68 percent year-over-year.

The work force responsible for trains and engines saw the second-largest employment growth in mid-February, expanding 3.65 percent year-over-year. Professional and administrative employment expanded at the smallest rate, growing approximately 0.8 percent in the same period.

CSX, which employs about 29,140, said the new workers are needed to handle freight growth, maintain existing infrastructure and implement federally mandated crash-avoidance technology, according to reports.

[Mark Szakonyi, Associate Editor - The Journal of Commerce Online]

\$32 MILLION CSX TRACK PROJECT IN PENNSYLVANIA

Freight hauler CSX will be working on a line that runs through Northeast Philly into Bucks County, lowering track so that cars double-stacked with cargo containers can pass safely under local streets including Red Lion, Byberry and Southampton roads.

Double-stacking containers increases the clearance the rail cars need, which necessitates lowering the rail bed, said Robert Sullivan, a CSX spokesman. This will be accomplished by removing the soil underneath the tracks and then restoring the track bed, he said, adding that all of the work, which involves removing some trees, will be done on CSX property. The \$32 million project, which began in 2009, involves 25 miles of line in Philly and Bucks County and is expected to be completed by 2013, Sullivan said. It will connect the Philadelphia market with New Jersey and New York, he said.

"This is an important line, so trains will still operate while the project is under way," Sullivan stated in an e-mail to the *Northeast Times*.

In some spots, he added, additional tracks will be constructed while the permanent track is lowered.

Sullivan said lowering the track has big economic and environmental advantages. Double-stacking containers, he said, enables trains to double their cargos.

"A fully loaded double-stack intermodal train can carry the equivalent of two-hundred, eighty trucks," Sullivan said. "In addition, a freight train can carry one ton of freight nearly five-hundred miles on one gallon of fuel."

Currently, double-stacked cars go around the city on their way to New Jersey and New York. Lowering the rail bed on the line that goes through the Northeast will cut that trip by 37 miles, Sullivan said.

Other parts of the rail system headed up to New England already can accommodate double-stacked cars, he added. *[John Loftus - Northeast Times [Feasterville - Trevoze, Pa.]*

CSX HONORS CHEMICAL SHIPPERS' SAFETY EFFORTS

CSX Corp. announced 61 winners of its 18th annual Chemical Safety Excellence Award, which recognizes shippers' efforts to ensure hazardous material transportation safety through proper loading and rail-car maintenance processes. The recipients include 24 repeat winners, CSX officials said in a prepared statement.

To qualify for the award, a customer must ship more than 600 carloads of hazardous materials on CSX during the year without a non-accidental release, which could occur during loading or offloading procedures, or be caused by improperly secured car valves.

Meanwhile, more than 60,000 emergency responders in 37 states recently received training in the safe handling and distribution of anhydrous ammonia through the Transportation Community Awareness and Emergency Response (TRANSCAER®) program. The voluntary national outreach program aims to help communities prepare for and respond to potential hazardous material transportation incidents.

Launched in spring 2011, the anhydrous ammonia training tour focuses on such topics as ammonia properties, transportation protocol, equipment handling and emergency response. The tour focuses on

regions of the country where the use of anhydrous ammonia in agriculture and refrigeration applications is more prevalent.

TRANSCAER plans to continue the tour through 2012 by continuing to work with The Fertilizer Institute and more than 200 volunteers from chemical manufacturers, transportation industry leaders, distributors, and federal, state and local government agencies. *[Progressive Railroading]*



USDOT UNVEILS NEW LOCOMOTIVE SAFETY RULE

The U.S. Department of Transportation (USDOT) has crafted a final locomotive safety rule aimed at eliminating unnecessary regulatory burdens, facilitating the use of new technologies and incorporating current best practices.

To take effect June 8, the final rule modernizes and streamlines the Federal Railroad Administration's (FRA) safety regulatory program for locomotives by consolidating existing regulations and addressing technological advancements, USDOT officials said in a prepared statement. Some provisions of the existing rule had not been updated the past 30 years, while many technologies, industry standards and best practices continue to evolve, they said.

The rule addresses reliability and performance criteria for the design, operation, inspection, testing, maintenance, repair and record keeping for various mechanical and electronic components, as well as certain safety appliances and control systems. Many of the rule's requirements are based on existing waivers that have been granted by the FRA's safety board to address railroad- or geographic-specific conditions; the rule eliminates the need to complete a waiver process. For example, the rule requires that new and re-manufactured locomotives be equipped with a secure cab lock to prevent unauthorized intrusions and an air and heating cooling system inside the cab to control the climate.

"Ensuring that railroads operate and maintain locomotives safely is a cornerstone of federal rail safety oversight," said Federal Railroad Administrator Joseph Szabo. "We greatly appreciate the efforts of the Railroad Safety Advisory Committee Locomotive Safety Standards Working Group for providing valuable input across the board and reaching consensus on several key issues." *[Progressive Railroading]*



INFORMATION REQUESTED FOR GAS CAR NO. 111

Our Chapter Historian, Evan Russell, Jr., found this photo, noted "PRR" on the reverse side, and would like to know if any members know the history of this car or where it might have operated. If you have any information regarding this unique gas car, please email Evan at ErussellJr@NRHS1.org or drop a line to Evan at the Christiana Freight Station, 10 Railroad Avenue, Christiana, PA 17509-1416. Thanks!





NORFOLK SOUTHERN DEBUTS INTERSTATE RAILROAD HERITAGE LOCOMOTIVE



NS debuts its seventh heritage locomotive: GE ES44AC No. 8105, which features the Interstate paint scheme at DeButts Yard in Chattanooga, Tenn., on April 19. Photo by Casey Thomason, courtesy of Norfolk Southern

CHATTANOOGA, Tenn. –

Norfolk Southern April 19 rolled out its 7th heritage locomotive, painted in the colors of the Interstate Railroad. The 88-mile Interstate was located in the southwest corner of Virginia. Its chief business was to haul coal for its parent the Virginia Coal & Iron Co. Southern Railway acquired ownership of the Interstate in 1960, but left it largely untouched until 1965, when it moved the railroad's Alco RS3s to other points on its system. No. 8105 wears a paint scheme similar to the one worn by the RS3s. [Edited from TRAINS News Wire]



LEHIGH VALLEY HERITAGE UNIT DEBUTS IN RAIN

ALTOONA, Pa. - April 23 - Norfolk Southern ES44AC No. 8104, the eighth Heritage Locomotive, rolled out

of the Juniata Locomotive Shop wearing Lehigh Valley colors. The Lehigh Valley Railroad was built to haul coal, replacing water transport down the Lehigh River, and was also known as the Route of the Black Diamond.

[Photo by Casey Thomason, courtesy of Norfolk Southern Corp.]



NORFOLK SOUTHERN RELEASES NINTH HERITAGE LOCOMOTIVE

CHATTANOOGA, Tenn. April 26 - Norfolk Southern has released its ninth

heritage locomotive, painted in the colors of the original Norfolk Southern Railway Co., a 622-mile railroad that served North Carolina and Virginia. ES44AC 8114 was painted at Norfolk Southern's shop at DeButts Yard in Chattanooga, one of 19 locomotives being 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 Southern Railway purchased Norfolk Southern in 1974, and merged it with the Carolina & Northwestern under the NS name. In 1981 the name was changed to Carolina & Northwestern so the Norfolk Southern name could be used for a newly formed holding company as part of the Southern-Norfolk & Western merger. The name was then adopted for the merged railroads in June 1982.

EMD units will be next. Set to follow 8114 are units in the colors of the Savannah & Atlanta, New York Central, Erie, Reading, Wabash, Central of New Jersey, Illinois Terminal, Penn Central, Lackawanna, and Virginian. The remaining ten units are new SD70ACe's, which will be painted by Electro-Motive Diesel at the Muncie, Ind., assembly plant. [TRAINS News Wire - Photo by Casey Thomason, courtesy of Norfolk Southern Corp.]



SAVANNAH & ATLANTA SD70ACE HERITAGE LOCOMOTIVE RELEASED

MUNCIE, Ind. – May 9, 2012 - Norfolk Southern has released its 10th

Heritage locomotive, painted in the colors of the Savannah & Atlanta Railway. SD70ACe No. 1065 was painted by manufacturer Electro-Motive Diesel.

The Savannah & Atlanta was incorporated in 1915 to build a connecting link between St. Clair and the Georgia Railroad's main line near Camak, Ga. Its principal business was to serve as the Savannah extension of the Georgia Railroad. The railroad was purchased by the Central of Georgia Railway in 1951, but continued to operate separately until the formation of the Central of Georgia Railroad, a subsidiary of the Southern Railway, in 1971. [Edited from TRAINS News Wire - Photo Casey Thomason, NS]



'LIGHTNING STRIPES' ARE BACK: NORFOLK SOUTHERN RELEASES NEW YORK CENTRAL HERITAGE LOCOMOTIVE

MUNCIE, Ind. — May 21,

2012 - In the post-steam era, New York Central was famous for painting its locomotives with "lightning stripes," which ran the length of its passenger and freight diesels. In the 1960s, the railroad economized by simplifying its paint scheme, and eliminated the famous stripes.

Now the lightning stripe is back, with the debut of Norfolk Southern New York Central Heritage SD70Ace No. 1066. It is the 11th of 20 units being painted in the schemes of NS's predecessor railroads as part of the 30th anniversary of the merger of Southern Railway and Norfolk & Western.

One of the United States' most famous railroads, New York Central and its subsidiaries operated in 10 states and Canada. Based in New York City, in 1929 it operated over 11,000 miles of track, including subsidiary railroads under the banner of the New York Central System. NYC operated what is arguably the most famous passenger train in North America, the overnight New York-Chicago *20th Century Limited*. By 1967, the company still boasted 9,696 miles of track. It merged with the Pennsylvania Railroad to form Penn Central on Feb. 1, 1968. PC went bankrupt two years later. [Edited from TRAINS News Wire - Photo by Casey Thomason, NS]



NORFOLK SOUTHERN HERITAGE UNIT PAINTED FOR READING COMPANY

MUNCIE, Ind. - May 23, 2012 - The newest

Norfolk Southern diesel to wear predecessor railroad colors honors the Reading Company. SD70ACe No. 1067, painted in Reading yellow, is one of 20 diesels NS is painting in predecessor railroad paint schemes, as part of the 30th anniversary of the merger of Southern Railway and Norfolk & Western to form NS. The Reading unit is the twelfth heritage unit released so far.

Operating in the states of Delaware, New Jersey, and Pennsylvania, the 1,400-mile Reading hauled anthracite coal. To do so, it employed large steam locomotives: its K-1sb class 2-10-2s were the world's largest engines of their type. Reading is fondly remembered for its T-1 class 4-8-4s, which pulled a series of "Iron Horse Rambles" across the system from 1959 until 1964.

Beginning in 1966, Reading's yellow diesels began pulling "Bee Line Service" trains aimed at competing with truckers, which operated through division points with a smaller crew. Several diesels were painted with the "Bee Line Service" slogan, which is replicated on the heritage SD70ACe. Reading was conveyed to Conrail on April 1, 1976, but lives on as one of the railroads in the popular "Monopoly" board game.

The remaining eight Norfolk Southern Heritage diesels should be painted by the end of June. All 20 will gather for a "family portrait" at the North Carolina Transportation Museum in Spencer, N.C. on July 3-4. [TRAINS News Wire - Photo by Casey Thomason, Norfolk Southern Corp.]



CONRAIL GE B23-S7 No. 2036 (EX-MONONGAHELA No. 2306), FORMER WESTERN PACIFIC U23B No. 2251 - PHOTO BY WADE MASSIE

MONONGAHELA RAILWAY ADDED TO HERITAGE LOCOMOTIVE ROSTER

NORFOLK, VA. - May 3, 2012 - Norfolk Southern added the Monongahela Railway (MRY) to the legacy railroads that the company is honoring with its 30th anniversary heritage paint schemes, bringing to 20 the number of predecessor roads to be so recognized.

The Monongahela Railway was created in 1901 as a joint

venture of the Pennsylvania Railroad and the Pittsburgh and Lake Erie Railroad to haul coal out of Pennsylvania and West Virginia, with its base of operations in Brownsville, Penn. The Baltimore and Ohio Railroad acquired a one-third stake in it in 1927. It was merged into Conrail in 1993. The lines of the former Monongahela continue to serve a vital coal-producing region today. The locomotive will be a GE ES44AC equipped with electronically controlled pneumatic (ECP) brakes and dual mode distributed power, important features for hauling unit coal trains.

All 20 units are expected to be delivered by the end of June, Norfolk Southern Corporation's 30th anniversary month. These locomotives are now roaming the Norfolk Southern system in revenue freight service.

[Norfolk Southern Corp.]

NORFOLK SOUTHERN REPORTS FIRST-QUARTER 2012 RESULTS

NORFOLK, VA. - For the first quarter of 2012, Norfolk Southern Corporation reported net income of \$410 million (\$1.23 per diluted share), 26 percent higher than \$325 million (\$0.90 per diluted share) for the first quarter of 2011. First-quarter 2011 results included a \$58 million non-cash charge that reduced net income by \$36 million, or \$0.10 per diluted share.

Compared with the first quarter of 2011, in the first quarter of 2012: Railway operating revenues improved 6 percent to \$2.8 billion, primarily as the result of a 5 percent increase in revenue per unit; general merchandise revenues improved 13 percent to \$1.5 billion; coal revenues declined 6 percent to \$766 million; and intermodal revenues improved 9 percent to \$527 million.

Railway operating expenses for the quarter were \$2 billion, up 1 percent compared with first-quarter 2011. The increase was largely due to higher fuel prices, compensation costs, and materials expenses, offset in part by the absence of last year's non-cash charge. Income from railway operations for the first quarter increased 24 percent to \$745 million compared with the same period of 2011. The first-quarter railway operating ratio improved 5 percent to 73.3 percent compared with first-quarter 2011, and equaled our first-quarter record. [Norfolk Southern Corp.]



THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JUNE

June 4, 1900 - New interchange yard opens at Buttonwood, Pa., south of Wilkes-Barre; jointly owned by PRR and CNJ.

June 11, 1905 - *Pennsylvania Special* restored on 18-hour schedule between New York and Chicago; on first run westbound, E2 Class 4-4-2 No. 7002 hauls the train between Crestline and Fort Wayne at average 68 MPH in successful effort to recover lost time on June 12; Chicago press reports a world-record speed of 127.1 MPH over three miles near Ada, Ohio, but it's unsubstantiated and not now accepted, although PRR repeats claim for publicity purposes many years later; *New York Times* of June 14 notes actual speed does not exceed about 82 MPH.

June 28, 1910 - PRR hosts press tour of Penn Station-New York; notes opening is being delayed by shortage of cars for both PRR and LIRR.

June 25, 1916 - PRR and LV inaugurate *Lehigh-Pennsylvania Express*, through day passenger train between Phillipsburg, N.J., and Pittsburgh via Mt. Carmel, Sunbury, Lock Haven and Tyrone; introduced on initiative of Pres. Samuel Rea to serve businessmen, including officers of Bethlehem Steel, traveling to Pittsburgh and western Pennsylvania properties acquired with Pennsylvania Steel Company.

June 30, 1920 - PRR lifts embargo on export grain to Baltimore and on Schuylkill Division.



June 11, 1923 - Fire begins under tracks of Philadelphia's Broad Street Station shortly before 1:00 AM; spreads and destroys train shed as well as large quantity of the company's older records stored underneath tracks; about 30 trains are in the shed at the time, and

most are pulled to safety; around 3:00 AM, a locomotive and two cars crash through the weakened floor of the shed; total of eight coaches, three MU cars and three locomotives damaged; fire is brought under control about noon but continues to burn for over two days; trains are turned at North Philadelphia, West Philadelphia and the West Philadelphia Produce Yard; beginning before daylight, while the fire is still at its peak, temporary wooden platforms and stairs are built one block west of the train shed; Paoli and Chestnut Hill trains resume using the temporary platforms at 6:00 PM.

June 1, 1925 - Philadelphia Terminal Division reduced from general division to regular division status.



June 11, 1927 - E6s No. 460 hauls two-car *Lindbergh Special* from Washington to New York in 3 hours and 7 minutes carrying International Newsreel Corp. film of Lindbergh's reception at Washington; by developing film on train, it's shown in New York theaters before that of two rival newsreel companies that

were sent by air but could not be developed until reaching New York.

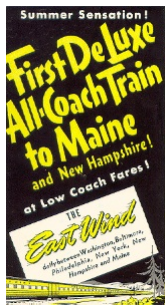


June 10, 1930 - Alco-Timken No. 1111, "Four Aces" 4-8-4 roller bearing demonstrator steam locomotive first tested on PRR on a Buffalo-Harrisburg freight; used as pusher

to Machias and up Keating Summit, then returns to Buffalo; later exhibited at ARA convention in Atlantic City, New Jersey.

June 25, 1933 - PRR and Reading Company lines in southern New Jersey consolidated; West Jersey & Seashore Railroad (PRR) leased to Atlantic City Railroad (RDG); connections built to ACRR north of Harbor Branch Jct. and 51st Street, Ocean City; PRR Cape May terminals and PRR Ocean City track abandoned; most other duplicate lines continue to operate through the summer season; buses replace rail service between 51st Street, Ocean City and Sea Isle City for summer. (Note: This consolidation created the Pennsylvania-Reading Seashore Lines.)

June 28, 1935 - Air conditioned equipment assigned to summer-only weekend train between Washington and Atlantic City; also other Atlantic City sleeper and parlor runs from New York, Philadelphia, and West.



June 21, 1940 - The *East Wind* a "streamstyle" heavyweight train with special yellow, silver and black consist, inaugurated as summer-only all-coach train between Washington and Bangor, Maine.

June 15, 1945 - PRR returns T1's to full Harrisburg-Chicago service, ending confinement to Fort Wayne Division.

June 14, 1950 - PRR Board authorizes retirement of Frazer, Pa., station and replacement with shelter.

June 14, 1955 - LIRR announces it will retire last 12 steam locomotives by fall.

June 30, 1960 - PRR announces it will lay off 2,200 employees indefinitely because of declines in traffic.

June 8, 1965 - PRSL opens new connection of Newfield Branch with main line over Atlantic City Expressway 0.8 miles "north" of former connection at "PENRED".

June 15, 1967 - PRR begins shipping mail in containers on flat cars with 100 mail containers and 50 flat cars.

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TIMETABLE 06 -12

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

Saturdays through Oct. 27, 2012

Harris Tower Museum open to the public. Located at 637 Walnut Street (the corner of 7th & Walnut) in downtown Harrisburg, PA. Hours are 10 am to 3 pm. Free parking adjacent to the tower. Admission is free! Further information at: <http://harristower.org/pdfs/HarrisTowerOpens2012.pdf>

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.rrshs.org.

Saturday, June 16, 2012

Delaware Seaside Toy and Train Show at the Rehoboth Beach Convention

Center. 10:00 am to 4:00 pm. Adm: \$5.00 Info: www.delawareseasiderailroadclub.com.

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, June 17, 2012

Happy Father's Day to all of our Dads - Thanks for everything!

Sunday, June 17, 2012

Father's Day Charter on SEPTA's Rebuilt Route 15 trolley by Friends of Philadelphia Trolleys. Info: Harry Donahue had2709@aol.com or Bill Monaghan FPT2799@comcast.net.

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 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.

Saturday and Sunday, July 14-15, 2012

Model Train Flea Market at Williams Grove Steam Engine Show Grounds, Williams Grove, Pa. Info: www.wghsea.org.

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. Info: Ralph Maurer, 85 Moravian School Road, Oley PA 19547, 610-987-3144 or email ralphthetrainguy@yahoo.com.

Sunday through Saturday, July 29-Aug. 4, 2012

Grand Rails 2012 NMRA National Convention in Grand Rapids, Mich. Info: www.gr2012.org.

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.

Friday through Sunday, Aug. 10-12, 2012

Greater Reading Narrow Gauge Meet at Arlington Drive, Leesport, Pa. Adm. \$15/person for weekend. Info: Nathan Kline 610-406-1761 or www.nateslightironhobbies.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.

Saturday and Sunday, Aug. 18-19, 2012

Fort Wayne Railroad Historical Society's Nickel Plate Road 2-8-4, No. 765 will operate Enola Yard to CP Capitol in Harrisburg, Pa.

Saturday, Sept. 15, 2012

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

Sunday, Sept. 23, 2012

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



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WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday and Sunday, June 2-3, 2012

Norfolk Southern Days

NOTE: There are NO Pennsy Days this year.

Tuesday, July 3 through Sunday, July 8, 2012

Reading Railroad Days

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.

Saturday, Sept. 22, 2012

Members Day - Special members-only presentations; annual business meeting and evening banquet. Advance registration required.



RIDING THE READING...
READING COMPANY EVENTS
IN JUNE

June 15, 1885 - Reading ends legal opposition to Reading & Pottsville and Pottsville & Mahanoy Railroads and withdraws 16 different lawsuits.

June 1, 1887 - Name of Limerick station changed to Linfield.

June 16, 1909 - Philadelphia & Reading Board of Directors approves constructing an office building at 9th and Spring Garden, Philadelphia.

June 29, 1911 - New interlocking placed in service at Nicetown Jct.

June 30, 1912 - Stone Harbor Terminal Railroad opens.

June 25, 1933 - PRSL merger made effective.

June 1, 1959 - Main Street station building in Norristown sold for \$1.00.

June 28, 1960 - Roy White resigns Chairmanship of Reading Company Board of Directors.

READING FP7s MOVING TO NEW HOME

Reading FP7's 902 and 903 will be leaving Steamtown after preparation for movement. They will be coming to Temple, Pa. and eventually to Hamburg when the Maiden Creek Bridge is repaired. It has been difficult for the mechanical forces of the RCT&HS and



Philadelphia NRHS to get to Steamtown to do the required maintenance on the units. The expense and time involved, a four-hour round trip, has prevented necessary repairs along with the limited window of time available to work on the units inside the park. [Reading Company Technical & Historical Society]



MAY, 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, May 21, 2012. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 37 members and a puppy named Nellie, belonging to Richard Brenner, present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the April Membership Meeting minutes. Steve Himpsl approved the motion and David Stambaugh seconded the motion. The April Membership Meeting minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: In the absence of First Vice-President Ron Irwin, there was no membership report. Peggy Sweigart introduced r guest Dee Gangremi.

CHAPLAIN: Chaplain Doris Geesey read "Soliloquy." Doris announced she sent a card on behalf of the Chapter to John Irwin, who is having heart problems. Bill Richard recently received a pacemaker. Bill was in attendance at tonight's meeting.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of April. Richard received a "thank you" letter from the Wilmington & Western Railroad for the donation the Chapter gave to the Railroad. Tom Shenk reported the Chapter moved the liquid CD to an 18 month CD. The interest rate would increase to 0.6% and would mature in November 2013.

BUDGET: President Tom Shenk presented the Budget to the Chapter membership. The budget runs from November 1, 2011 to October 31, 2012. Dennis Allen made the motion for the Chapter membership to approve the new budget. Bill Richard seconded the motion. The Chapter membership voted unanimously to approve the Budget.

TRIPS: Dennis Allen reminded Chapter members that the final payment is due by July 1 for the Chapter trip to California in September.

ANNOUNCEMENTS: Editor Ed Mayover would like to see the *Lancaster Dispatcher* mailed in envelopes to reduce lost and damaged newsletters. The cost to send the newsletter in an envelope would increase from 45 cents to 68 cents using an envelope. That is an increase of 23 cents per newsletter. The Chapter currently is mailing 136 newsletters. Tom Shenk is on the Advisory Committee for the Lancaster Train Station and reported that there is a room available at the station. The chapter could use the room at no charge. Possible ideas for the room include a history or model train display. Charles Hirschmann made a donation of a Station Clock that came from Washington. Charles is a member of the Toy Train Museum at Strasburg and they had this clock in storage. The clock is in running condition and will be displayed at the Freight Station. Tom Shenk announced that all 20 Norfolk Southern Heritage locomotives will be on display at the North Carolina Transportation Museum in Spencer, NC on July 3 and 4. Tom thanked Eileen Stoll, Joan Shearer, and Toady Kennel for making the food for this month's Chapter Meeting. Steve Himpsl reminded Chapter members that the Chapter Library is open and anyone can check out books, VCR tapes and magazines. Tom also reported that the caboose flooring is coming from Pittsburgh and the contractor is coming next week to install the flooring. The cabinets in the caboose were removed to install the new floor. Steve announced that after the floor is completed, the cabinets, the toilet (the lid will be bolted down) and wiring will be worked on. Some items collected and stored in the Gang House will be displayed in the caboose. Steve reported that the Chapter will keep and renew our radio license when it expires in May 2013. If needed, the Chapter will rent radios. Tom Shenk announced that Ryan Miller of Brent L. Miller Jewelers is donating a major clock investment of \$36,000.00 to the Lancaster Train Station. There will be a total of 6 clocks hanging throughout the Lancaster Train Station. Glenn Kendig thanked everyone who came to help at the Christiana Freight Station clean-up on Saturday, May 19. Cindy Kendig reported that the Chapter Movie Night on Saturday, May 5 went very well. Tom announced that there will be a Norfolk Southern 30th Anniversary party on Saturday, June 2. Cost is \$65.00 per person, by invitation only, and will be held at the Railroad Museum of Pennsylvania in Strasburg. The Chapter has two invitations available for if any members are interested. The speaker is Wick Moorman, the president of Norfolk Southern. Richard Rutledge

reported the East Broad Top Railroad will not be running their train for the 2012 season. The shop tours, round house tours and other buildings will still be open but the train will not be running.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:05 p.m. for the program. The program was presented by Joel Altland on the "Railroads of the Allegheny National Forest."

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



EAST BROAD TOP SHUTDOWN MAY BE TEMPORARY

ROCKHILL FURNACE, Pa. – Even as word spread that the famed East Broad Top Railroad, the last narrow gauge railroad east of the Mississippi River, would not operate this year, the Friends of the East Broad Top were at work around the railroad's shop complex the next day.

The May 18 announcement came as a surprise to railfans and the railroad's hometown of Rockhill Furnace, since the East Broad Top has operated steam-hauled passenger excursions over 4.5 miles of its line every summer since 1960. The announcement also shocked local and state politicians, which was the intent of owner Joe Kovalchick.

"This was an eye opener for people, especially the politicians, who said I would never do this," he declared. The Kovalchick family has subsidized the operation for half a century, he said, a situation that was unacceptable going forward.

A three-year lease to the nonprofit East Broad Top Preservation Society ended on April 1, and negotiations for a new contract ultimately failed. Kovalchick said the lease was an effort to develop a public-private partnership to continue the railroad's operation.

Lee Rainey, president of the Friends of the East Broad Top, said Kovalchick specifically invited the Friends to continue efforts to stabilize the shop buildings, restore rolling stock, and repair shop machinery. The group's members were out in force on May 19 and 20. Rainey agreed with Kovalchick that a public-private venture was the only way the railroad could resume operation. "We can't rely on the Kovalchick family forever," he observed.

During the three years of East Broad Top Preservation Society operations, a number of innovations, such as Thomas the Tank Engine and Polar Express events, helped the railroad's bottom line. "Larry Salone (who heads the society) pursued funding with energy and skill during that time, and he did it in the worst possible economic times," Rainey noted.

Society officials did not respond to several phone and email requests for comment. On the organization's website, an announcement of the shutdown stated in part: "At this time there are no certainties beyond 2012. We can't say this is the end of the line, nor can we say this is just temporary. Should any type of operations or events be planned in the future, we will announce them here. Until then there are no further details."

"We all need to work together – the Kovalchick family, Friends of the East Broad Top, the East Broad Top Preservation Society, and EBT fans – so we come out of this shutdown in a better place," Rainey concludes. "The most tangible thing any individual can do right now to help the EBT is to join one of our work crews." [TRAINS News Wire]



FLORIDA EAST COAST INDUSTRIES TO DEVELOP PRIVATE PASSENGER-RAIL SERVICE

A little more than a year ago, Florida Gov. Rick Scott killed the state's high-speed rail project when he returned federal High-Speed Intercity Passenger Rail funds to the U.S. Department of Transportation. Now, a privately owned railroad has plans to implement passenger-rail service connecting Orlando and South Florida.



Florida East Coast Industries Inc. (FECI) announced it plans to develop *All Aboard Florida*, a privately owned, operated and maintained passenger-rail service that would run 240 miles to Miami, Cocoa and Orlando. The service would operate along 200 miles of existing tracks between Miami and Cocoa, and along 40 miles of new track into Orlando. The system eventually could be expanded to include connections to Tampa and Jacksonville. The project will cost about \$1 billion.

The company launched a feasibility study for the project several months ago, and an "investment-grade" ridership study and engineering work are under way, according to a press release. Now, FECI will begin to work with local, state and federal officials, as well as communities along the route.

Because the project currently is in what *All Aboard Florida* spokesperson Christine Barney terms the "due diligence" phase, FECI has not yet determined what type of trainsets it will need to purchase or what firm will operate the trains, she says. Once ridership and environmental reports are completed, the company will be able to issue a project timeline.

At least one date has been issued: FECI plans to launch *All Aboard Florida* in 2014, a time frame that's realistic because the majority of the service will operate along tracks already in service on the Florida East Coast Railway L.L.C. (FEC), Barney says.

The studies under way also will help FECI determine train speeds. The company plans to operate trains at top speeds of 100 mph to 110 mph, says Barney. And while the line's operations, maintenance and ownership will be "100 percent privately funded with no risk to the state," Barney did not rule out the possibility of obtaining at least some public funds for the line's construction. The passenger-rail service won't present any risk to FEC's operations, either, says Barney.

"Florida East Coast is continuing to invest in the trade infrastructure and maintenance, and they are making a lot of investments at the Port of Miami and Port Everglades," she says. "They will continue to build additional mainline capacity to handle additional freight growth, and freight capacity will not be negatively affected."

All Aboard Florida would be designed to serve business travelers, as well as families and tourists. With stations proposed in Miami, Fort Lauderdale, West Palm Beach and Orlando, passengers could connect with local transit services.

FECI owns and develops real estate and transportation-related businesses in the state of Florida, and owns FEC, a 351-mile freight railroad that operates along the state's eastern coast and connects with South Florida ports. [Progressive Railroading]

THIS MONTH'S BANNER PHOTO

Pennsylvania Railroad Gas-Electric car No. 4641, Class GEW 350A, with Train No. 4581 at Wawa, Pa. on March 24, 1945.



OPERATION LIFESAVER REMINDS YOU...

FIND A SAFER PLACE! Railroad tracks, trestles, yards and equipment are private property. Never walk, jog, fish or hunt from railroad tracks. If you are found on this property, you can be arrested or fined.



Strasburg Rail Road
180th Anniversary
June 9, 1832 - June 9, 2012



“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

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/Montreal Locomotive Works 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. If you're an Alco fan, this program is for you - bring a friend or two!



JULY - CHAPTER “AWAY” MEETING

JULY 16, 2012 - MONDAY, 7:30 PM - STEWARTSTOWN, PA. - “AWAY” 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

AUGUST 19, 2012 - SUNDAY, 3:00 PM - CHAPTER BOARD MEETING AT THE GEESEY RESIDENCE IN YORK, PA.



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. Purchase your tickets from the Chapter at the reduced price of \$5.00 each.

SEPTEMBER

SEPTEMBER 1-9, 2012 - LANCASTER CHAPTER CALIFORNIA DREAMIN' TRIP - SOLD OUT

SEPTEMBER 23, 2012 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

OCTOBER



OCTOBER 15, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING AND ELECTION OF CHAPTER DIRECTORS FOR 2012-2013.

Larry Eastwood returns with a PowerPoint program entitled *Delaware and Hudson 1967-1990 - Bridge Line to (Northern) New England*. It's a potpourri of views along the D&H - made famous by operating the Alco PA and Baldwin "Shark" units for many years. D&H fans, friends and guests are cordially

invited to this excellent program - the last regular Chapter program prior to the Chapter Banquet and Holiday Open House.

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.

PHOTO OF THE ENGINEER'S CONTROL STAND OF NORFOLK SOUTHERN HERITAGE LOCOMOTIVE No. 8102, PAINTED IN PENNSYLVANIA RAILROAD COLORS. NOTE THAT MODERN-DAY SCREENS HAVE REPLACED GAUGES.



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PRESIDENT: TOM SHENK 717-560-1186 TSHENK@NRHS1.ORG
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EDITOR: ED MAYOVER 302-834-3662 EMAYOVER@NRHS1.ORG
HISTORIAN: EVAN RUSSELL, JR. 610-269-7054 ERUSSELLJR@NRHS1.ORG
CHAPLAIN: DORIS GEESY 717-347-7637 DGEESY@NRHS1.ORG
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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, JUNE 18, 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**



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