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GRAND CENTRAL  
100 YEARS

## Grand Central - 100 Years

The new logo for Grand Central is inspired by the clock in the Terminal's Main Concourse. The hands in the logo point to 7:13, or 19:13 in trainmaster's time, for the year Grand Central first opened.

Grand Central Terminal is one of New York's great public spaces, a grand gateway to and beloved symbol of the city. Opened in 1913, the historic landmark is an architectural treasure, famously saved from demolition in the 1970s and fully restored in the 1990s. It is also one of New York's most important transportation hubs, serving over 700,000 people daily and home to the nation's largest commuter rail system, the Metro-North Railroad. This year the building will celebrate its 100th anniversary, which officially kicks off with a birthday rededication on February 1, 2013.

Now, as Grand Central prepares to commemorate this milestone, Pentagram's Michael Bierut and his team have designed a new logo for the Terminal that will be launched in conjunction with the anniversary. The logo debuted publicly on Terminal screens and commuters and visitors began seeing it throughout the Terminal late last year.

1913  
19:13  
7:13 PM

THE TIME ON THE CLOCK  
TRANSLATES INTO THE YEAR GRAND  
CENTRAL TERMINAL FIRST OPENED.



THE CENTURY-OLD CLOCK ON THE INFORMATION BOOTH IN GRAND CENTRAL'S MAIN CONCOURSE IS A FAMILIAR MEETING PLACE FOR NEW YORKERS.

The new logo takes as its inspiration one of the landmark building's most well known icons—the century-old Tiffany clock atop the information booth in the center of the Main Concourse. The stylized version of the clock, drawn by Joe Marianek, has its hands positioned at 7:13, a nod to the opening year. The image is centered over the name "Grand Central"; the word "Terminal" has been left out of the logo in recognition of how most people actually refer to the place. Beneath the logo is the simple phrase "100 Years," which will be dropped when the centennial ends in 2014.

To develop the logo, Bierut looked for something more immediately identifiable as Grand Central, different than the antique interlocking-letter monogram that has been in use for many years. "No matter where you are in the main hall, the clock and the information booth are visible," says Bierut. "In this vast space, the clock and the information booth are designed to be of human scale, which is why people are drawn there, and why 'meet me at the clock' is something that all New Yorkers understand." Bierut knows the station well:

since he moved to Westchester County in 1984 he has passed through Grand Central twice a day for nearly every day of his working life—a total of easily over 10,000 visits.



RENDERING OF A PROPOSED INVITE FOR THE CENTENNIAL CELEBRATION.

The strikingly modern sans serif typeface Avenir was chosen for the logo in recognition that the Terminal will continue to have a vital role in the future of the city. "Creating a new identity for Grand Central is not just about looking back and acknowledging an historic place," says Bierut. "It's also the idea that it will remain a vital center for New York City, an emblem of New York throughout the world, and a place to have an exciting life seven days a week." Avenir reproduces well at many sizes, and will be used in logo applications from signage to patches on staff uniforms.

Since its renovation in 1998, Grand Central has become one of New York's most popular shopping and dining destinations. As part of the identity the designers have created a distinctive graphic language for Terminal marketing, built around the word "Grand."



THE IDENTITY WILL BE PART OF A PROGRAM OF CENTENNIAL GRAPHICS.



THE GRAPHICS CREATE A DISTINCTIVE VISUAL PERSONALITY FOR GRAND CENTRAL AS A SHOPPING AND DINING DESTINATION. THE LOGO APPEARS ON THE GUSSET OF THE BAG.



THE DESIGNERS DEVELOPED A GRAPHIC LANGUAGE FOR TERMINAL MARKETING AROUND THE WORD "GRAND."



RENDERING OF THE NEW IDENTITY IN A PROPOSED ADVERTISING CAMPAIGN.



THE MODERN FONT AVENIR WAS CHOSEN IN RECOGNITION OF THE HISTORIC BUILDING'S CONTINUING ROLE IN THE LIFE OF THE CITY.

PENTAGRAM PROJECT TEAM  
MICHAEL BIERUT, PARTNER-IN-CHARGE AND DESIGNER  
JOE MARIANEK, DESIGNER



## THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



### 2013 MEMBERSHIP RENEWALS ARE DUE NOW!

**BE SAFE - DON'T DELAY! PLEASE REMIT YOUR 2013 DUES PAYMENT TO ENSURE THAT YOUR PAYMENT IS PROPERLY RECORDED AND YOUR MEMBERSHIP IS VERIFIED BY FERNLEY & FERNLEY BEFORE THE MARCH 31, 2013 DEADLINE.**

**IF YOUR DUES PAYMENT IS NOT RECEIVED AND PROPERLY RECORDED BEFORE MARCH 31, 2013, YOUR MEMBERSHIP IN THE N.R.H.S. WILL BE TERMINATED. RENEWALS SUBMITTED AFTER APRIL 1, 2013 WILL BE PROCESSED AS A NEW MEMBER.**



### AMTRAK ADVANCES PLANS TO ACQUIRE NEW HIGH-SPEED TRAIN SETS FOR NORTHEAST CORRIDOR

WASHINGTON - Dec. 13, 2012 - In order to better meet strong and growing ridership demand on the Northeast Corridor (NEC),

Amtrak is advancing plans to acquire new next-generation high-speed train sets and ending its plans to purchase 40 additional high-speed passenger cars to add to the existing Acela Express fleet.

In early 2013, Amtrak will issue a Request for Information (RFI) to formally start the process that will replace the existing 20 Acela Express train sets and add additional train sets to expand seating capacity and provide for more frequent high-speed service on the NEC.

"Moving directly to new high-speed train sets is the best option to create more seating capacity, permit higher speeds, and maximize customer comfort all while improving equipment reliability and reducing operating costs," said President and CEO Joe Boardman.

He explained that the previous plan to add 40 new passenger cars with newer technology to the older Acela train sets was a stop-gap measure, posed technical challenges and was determined not to be cost effective and insufficient to handle new ridership growth projections.

Boardman made the announcement before a Congressional committee saying that in the past two years Amtrak has moved forward a number of major proposals designed to address the NEC's growth and development needs.

The proposals are detailed in the Amtrak Vision for the Northeast Corridor 2012 Update Report. First, is the NEC Upgrade Program to bring the corridor up to a state of good repair, add additional capacity to allow limited service growth, and make targeted trip-time improvements for all existing intercity, commuter and freight services. Among the elements is the Gateway Program to build vital track, tunnel and station capacity into the heart of Manhattan to support Amtrak and commuter rail growth.

Second, is the next-generation high-speed rail program to provide America's economic, political and cultural capitals in the Northeast with the world-class 220 mph high-speed service the region deserves. With possible operating profits over a billion dollars annually and ridership well into 40 million riders a year upon full build-out, Amtrak expects that private capital, probably in the form of a public-private partnership, could play a significant role in this project.

Boardman said the international experience with high-speed rail projects is that "only after the public sector has allocated significant funding and committed itself to a project of this magnitude that the private sector is

willing to enter the deal and deliver value for money." Adding that, "[once these services are generate revenue streams, these projects can and will attract private funding that can help repay initial capital costs."

He went on to say he is certain Amtrak has been a good steward of the NEC noting that he is "confident that we have mapped out a workable plan, and that our search for a truly regional solution to the challenges of capacity will be successful."

In FY 2012, Amtrak set a national ridership record of 31.2 million passengers, including a new record of 11.4 million riders on its Northeast Corridor services. In addition, the introduction of high-speed Acela Express service in 2000 has transformed the air-rail market in the Northeast. Today, Amtrak carries three passengers for every one airline passenger between New York and Washington, and carries more passengers between New York and Boston than all the airlines combined—making Amtrak not simply an alternative, but a preferred choice. [Amtrak]

### ANOTHER THANKSGIVING, ANOTHER AMTRAK RECORD

WASHINGTON - Dec. 10, 2012 - Amtrak ridership and ticket revenue both set records for the Thanksgiving period as customers across the country increasingly choose America's Railroad® for holiday travel.

Amtrak carried a record 737,537 passengers during Thanksgiving 2012, up 1.9 percent over the previous year and the prior record set in 2011. In addition, Nov. 21, the Wednesday before Thanksgiving, was the single busiest day in the history of Amtrak with 140,691 passengers. Ticket revenues were a best ever \$56.1 million, up 8.4 percent versus 2011.

Amtrak recovered quickly from Superstorm Sandy and served the same number of Northeast Corridor holiday passengers as the year before. Ridership was up 3.4 percent on state-supported and other short distance routes and up 0.8 percent on the long-distance services. The Thanksgiving 2012 travel period extended from Nov. 20 – 26.

"Amtrak is a key element of the regional response to Sandy and it was critical for us to restore service and operate our full and expanded schedule to connect families for the holiday—and with the help of our commuter partners we did it," said President and CEO Joe Boardman.

When compared with Thanksgiving 2010, the two-year increase is even more impressive, 737,537 vs. 704,446 passengers, up 4.7 percent and \$56.1 million vs. \$47.6 million in ticket revenues, up 17.9 percent.

Helping smooth the way was this year's nationwide implementation of eTicketing, enabling passengers to print their own boarding documents or have their smartphones scanned by Amtrak conductors, reducing lines at ticket windows and Quik-TrakSM kiosks.

Amtrak accommodated additional passengers with extra trains scheduled in the Northeast Corridor, the Chicago Hub, the Pacific Northwest and in California. In addition, Amtrak added capacity to many other trains in the 46-state national network.

This was the first Thanksgiving for the new extended Downeaster service to Freeport and Brunswick, Maine, and for Amtrak Thruway bus service in Eastern North Carolina that provides rail connections for eight communities to the Palmetto service.

Also, Amtrak partnered with VIA Rail Canada, which provided several passenger railcars to help make additional seats available on Northeast

Corridor trains and on the Albany – Montreal segment of the Adirondack service. [Amtrak]

### **MAJOR RENOVATION PROJECT AFFECTS ACCESS TO PHILADELPHIA 30TH STREET STATION**

WASHINGTON – Starting Monday, Dec. 3, renovations will begin on the 30th Street side (west plaza) of the Philadelphia Station, which will affect access to the station.

Passengers driving to the station should allow extra time due to street detours, vehicle congestion and limited parking. Short-term parking will be limited during the renovation. Passengers are encouraged to use the Amtrak garage adjacent to the Cira Centre office tower on the north side of the station. Passengers can be dropped off, picked up and use the station entrance on the 29th Street side of the station.

The renovation of the west plaza and parking deck will continue outside of Philadelphia 30th Street Station through fall 2013. When complete, this project will provide additional parking at the station, enhance security and improve access and safety for pedestrians and vehicles. All station operations and businesses will continue as normal. For additional information on the project, visit Amtrak.com. [Amtrak]

### **AMTRAK, CSX LEASE AGREEMENT TAKES EFFECT FOR HUDSON LINE**

A long-term lease agreement between Amtrak and CSX Corp. that enables Amtrak to take full control of the Hudson Line between Schenectady and Poughkeepsie, N.Y., took effect on Dec. 1, New York Gov. Andrew Cuomo's office announced on Dec. 4.

Delayed by one month at least in part due to Hurricane Sandy, Amtrak and the state of New York announced Tuesday Amtrak assumed control from CSX Corp. of the Empire Corridor right-of-way between Schenectady and Poughkeepsie, N.Y. which also includes Albany, the state capital.

Amtrak formally began leasing the roughly 85-mile stretch on Dec. 1, with dispatching moving from CSX's Selkirk Yard to Amtrak's Command and Control Center in New York. Amtrak owns a short stretch of the Empire Corridor in Manhattan, running from Penn Station to the Spuyten Duyvil swing bridge linking Manhattan and the Bronx by rail, where the route merges with Metro-North's Hudson Line. Metro-North controls the right-of-way between the bridge and Poughkeepsie.

Amtrak also already controlled a 9-mile stretch of right-of-way west of Schenectady to Hoffmans, N.Y., according to the Empire State Passengers Association, a grassroots advocacy group.

"With this historic agreement, Amtrak and our state partners can now move forward together and begin work on key infrastructure projects to enhance passenger rail travel in New York State," Amtrak President and CEO Joe Boardman said.

Amtrak and New York State are in the initial stages of implementing improvements to the Empire Corridor to improve speed and address some capacity issues. Plans include a second track between Schenectady and Albany, which has been postponed for decades, and building a fourth track to increase platform access at Albany-Rensselaer Station, Amtrak's fifth-busiest station. Grade crossing and signal improvements are also planned.

Amtrak hits a top speed of 110 mph between Albany and Hudson, N.Y. but plans also call for increasing current speeds on more of the right-of-way.

For its part, "CSX is very pleased that it could work with New York State and Amtrak on this historic agreement that establishes the foundation for even stronger rail connections between metropolitan and upstate New York. We look forward to working with Amtrak as it takes on responsibility for operations on the Hudson Line between Hoffmans and Poughkeepsie," said Louis Renjel, CSX's vice president-strategic infrastructure. "The agreement also ensures that CSX will have the ability to continue providing efficient, economical and environmentally beneficial freight rail

service to customers and communities on the line."

CSX will pay Amtrak \$1.5 million a year for use of the track by its freight trains, plus additional fees based on the number of freight cars and other usage by CSX. The agreement covers a 25-year period with an option to extend it another 23 years. [Progressive Railroad and Railway Age Rail Group News]

### **AMTRAK P40s READY FOR REHAB AT BEECH GROVE**



THE REAR OF AMTRAK'S POWER MOVE IS SEEN AT ST. ALBANS, W.V., ON DEC. 4 - PHOTO BY CHASE GUNNOE.

BEECH GROVE, Ind. — Trains News Wire has learned more about the movement of Amtrak's GE P40 locomotives from yard tracks behind its Bear, Del., shops, where the locomotives have been in dead storage for about a decade. The locomotives were recently moved to company's Beech Grove, Ind., heavy maintenance facility in suburban Indianapolis.

A total of 14 P40s made the trip in three separate moves over several weeks, with the final eight arriving last week. Of the 44 original "Genesis" units built by General Electric in 1993, three had been wrecked and 11 were sold to either New Jersey Transit or the Connecticut Department of Transportation. The P40s had been sidelined in favor of P42s with electronic braking and higher horsepower beginning in 2002 after Amtrak's mail and express initiative failed to grow. When \$13 million of stimulus funding became available in 2009, the stored P40s deemed to need the least amount of rehabilitation were upgraded to P42 standards, except for braking, and received a modern signal package. Those requiring more work, like No. 806 above, were left behind at Bear.

Meanwhile, Amtrak has been systematically paying down loans and assuming ownership of equipment from previous lease holders. Once that happened, and with the possibility that more of these locomotives could be returned to service by Amtrak, a state partner, or another entity proposing to run passenger trains, the decision was made to move the remaining units from Bear to Beech Grove, where the expertise and necessary plant exists to do the work.

Some parts might be used from the newly-arrived units, since neither model is currently manufactured. (This is also the case with stored Superliners on the property that require extra funding to be brought back to operation. Twenty of the best coaches, sleepers, diners, transition dorms, and Sightseer lounges were re-manufactured as part of the stimulus program.) But as with the remaining passenger cars still in need of repair, Amtrak has no plans to scrap or cannibalize the locomotives for parts as long as it is possible they could be returned to service. [TRAINS News Wire]

### **AMTRAK, VIA RAIL, CN REACH MAPLE LEAF ACCORD**



Amtrak's Maple Leaf will continue to use the upper level of the Whirlpool Bridge, linking Niagara Falls, N.Y., with Niagara Falls in Ontario, Canada, following an agreement aimed at keeping the bridge in serviceable condition.

Amtrak and VIA Rail Canada, joined by CN and the Niagara Falls Bridge Commission, reached accord after more than four years of negotiations, according to

a report by Buffalo Business First. The agreement also bolsters an effort by Niagara Falls, N.Y. to renovate the historic Gatehouse at the base of Whirlpool Bridge as its new intermodal transportation center.

Maintenance and repair costs were the key issues involved. Under the new pact, those costs and responsibilities have been transferred to Amtrak and VIA Rail from CN, which no longer uses the route for freight operations and which had pondered abandoning the bridge.

Canadian National Railway used to front the entire repair and maintenance costs because it used the bridge as a key international route for both passenger and freight trains. However, CN stopped using the bridge for freight trains several years ago and was considering abandoning the line.

*[Edited from Railway Age]*

### **POLLY HANSON NAMED AMTRAK CHIEF OF POLICE**

WASHINGTON – Polly Hanson, a well-respected safety and security professional with 30-years of law enforcement experience, has been named the new Amtrak Chief of Police.

She will lead the Amtrak Police Department of over 500 law enforcement officers and civilians across the country who work closely with local, state and federal agencies to ensure the safety and security of the passengers, employees and property of America's Railroad®.

Ms. Hanson's career includes 27 years at the Metro Transit Police, Washington, D.C., rising up through the ranks from police officer to Chief of Police. She also spent three years with the Metropolitan Police Department, Washington, D.C. as Executive Director, Strategic Services Bureau and is presently Director, Office of Law Enforcement and Security at the U.S. Department of Interior. In these positions, she has gained practical and extensive leadership and management experience and is well versed on issues ranging from policing, tactical crime analysis and research to security, intelligence and emergency management. Ms. Hanson reports directly to the Amtrak President and CEO effective Dec. 17, 2012. *[Edited from Amtrak]*

### **AMTRAK FILLS KEY SENIOR OPERATIONS POSITIONS**

WASHINGTON – On Nov.26, Amtrak announced it had named Bruce Pohlot as the new chief engineer and Tom Quigley as general manager, State-Supported Services. Both will report directly to DJ Stadler, vice president of operations effective Dec. 10, 2012.

As chief engineer, Mr. Pohlot is responsible for all construction and maintenance activities for Amtrak-owned right-of-way including track, bridges, buildings, communications, signals and electric traction, plus he directs the Engineering department's capital program. He will be based in Philadelphia.

As general manager, State-Supported Services, Mr. Quigley is in a newly created position that is part of the company's ongoing effort to align day-to-day operations with the Amtrak Strategic Plan. He is responsible for providing Amtrak state partners and their customers with excellent service, while meeting financial goals and other performance targets. He will be based in Oakland, Calif. *[Edited from Amtrak]*

### **CANADIAN PACIFIC**



### **CANADIAN PACIFIC SELLING SD9043MACs**

WINNIPEG, Manitoba – Canadian Pacific has put its 58 EMD SD9043MACs up for sale. Built between 1998 and 2000, the 4,300 hp locomotives are available for sale, lease, or lease with buyout option. The locomotives were never

popular with CP and often in storage in recent years.

Of the 58, four were overhauled and are Tier "0" emissions compliant: two were rebuilt in 2011, the other two this year. Forty-six locomotives are in running condition and were overhauled between 2004 and 2006, while eight have defects and are not operational. All the locomotives are stored in Winnipeg, and are being sold "as is and where is." CP is also offering its parts supply for the locomotives for sale. *[TRAINS News Wire]*



### **CSX UNVEILS NEW \$24 MILLION TRANSFLO FACILITY IN MASSACHUSETTS**

WESTBOROUGH, Mass. - The ceremony was brief, but the ribbon cutting at the \$24 million TRANSFLO facility on the CSX railroad line represented long-awaited progress to Lt. Governor Tim Murray.

"The deal with CSX and the Commonwealth of Massachusetts is really the first of its kind," Murray said. "If we are going to maximize the use of our rail network, which we need in the United States – especially in the Northeast – we're going to need more of these partnerships."

The 22-acre, state-of-the-art bulk transfer facility was built within the footprint of an existing CSX unloading station. The collaborative project is part of the "historic" agreement, signed in 2008, intended to expand commuter and freight rail service within Massachusetts, strengthen transportation infrastructure and improve the state's standing in domestic and international markets through the enhancement of product shipments.

The bulk transfer facility will handle commodities such as corn syrup, plastic pellets and industrial substances.

"We're all focused on safety, but we want to utilize the rail more," Murray said. "That means there are more goods that can be shipped and more people we can move. Taking trucks and cars off the road is a good thing."

The project brought more than 100 construction jobs to Westborough over the past years, and will create eight full-time jobs on-site at the plant.

Malloy, who introduced Murray at the event and participated in the ribbon cutting, said this project is beneficial for Westborough in terms of the economy and jobs.

"One of the benefits of having the facility here in town is that it will be a gain for the entire MetroWest and Worcester region." Malloy said.

"[The project] took a property that was not being used at all and put it back into a really positive use."

The dedication to increased rail service from the 2008 agreement has included recent additions to the commuter rail service, including expanded service in October.

The facility, relocated from Beacon Park Yard in Boston, is twice the size of its former space. CSX also is relocating its intermodal operations from Beacon Park Yard to a modern facility in Worcester, and has expanded its facility in West Springfield.

Lisa Mancini, vice president and chief administrative officer of CSX, said she couldn't have been happier with how smoothly the process went, and was very grateful to Westborough officials who helped the project along.

"We are proud to have facilities like this, and, as we open these facilities, they look better than they ever did," Mancini said. "I think they have a better footprint within the community." *[Daily Voice - Westborough, MA]*



### **NORFOLK SOUTHERN COMPLETES MAJOR UPGRADE OF EXPORT COAL FACILITY**

NORFOLK, VA. - Norfolk Southern has completed a major upgrade to its Lamberts Point export coal transload facility in Norfolk, positioning it to

remain the largest and fastest coal transload facility in the Northern Hemisphere. More commonly known simply as Pier 6, the facility transfers coal hauled by train from Appalachian coal fields to ships bound for world markets.

"This investment reflects our belief in the long-term prospects for the global coal market and Norfolk Southern's continuing pivotal role in that market," said Danny Smith, NS senior vice president-energy and property. "This helps assure that we will remain the premier link to the global market place for high grade metallurgical and thermal coals alike."

The \$18-million upgrade, completed on schedule over a 90-day period beginning in August, involved major overhauls of the facility's dumper system, which transfers coal from rail cars to a conveyor system, and its two loaders, massive rolling structures that deliver the coal to the ships.

The dumper system consists of two pairs of dumpers, each pair handling two coal cars at a time, that rotate the cars 135 degrees and dump their contents into a conveyor system that transports the coal to the pier. The upgrade consisted of replacing the structural steel that supports the north set of dumpers and the hopper bins that funnel the coal onto the conveyor belts. The dumpers, at 500,000 pounds each, were lifted by cranes and placed on the ground. While the steel support structure was being replaced, the dumpers also received a complete electrical and mechanical overhaul. The south set of dumpers will receive the same upgrade in the spring of 2013.

New solid-state drives replaced the generator sets on the north dumper car pushers, which push loaded coal cars into position to be hoisted up onto the dumpers.

Concurrently with the dumper overhaul, both loaders received complete electrical overhauls, including replacement of the main generator sets with solid-state drives and new power transformers and control and monitoring systems. The loaders received other significant overhauls, including a new braking system for their numerous moving parts.

The upgrades coincide with the 50th anniversary of Pier 6, which began operations on one loader in December 1962. The second loader came on line in the Spring of 1963. Norfolk Southern is planning an anniversary celebration in April 2013.

Pier 6 has an annual throughput capacity of 36 million tons of coal. With both sets of dumpers and both loaders operating, Pier 6 can handle up to 8,000 tons of coal per hour. It takes an average of 30 hours to load one ship with a typical load of 80,000 tons. In January 2012, Pier 6 loaded a record 159,941.45 net tons of coal onto a ship bound for China, completing the job in less than 48 hours.

Much of the coal handled by Pier 6 is metallurgical coal, prized worldwide by steel manufacturers for its high-BTU and low volatile content, but has the capacity and capability of trans-loading thermal coal to the world's coal fired power plants as well. *[Norfolk Southern Corp.]*

#### NORFOLK SOUTHERN NAMES ATLANTA RAIL WELDING PLANT IN HONOR OF LATE ENGINEERING EXECUTIVE

ATLANTA - At a dedication ceremony here Nov. 10, Norfolk Southern named its rail welding facility after the late Hubert L. Rose, who retired from Norfolk Southern as senior assistant vice president maintenance of way and structures and planning in 1991, after a 43-year career with the company.

Rose, who died in January 2012, headed the railroad's maintenance of way group for 15 years, during which he led the railroad in its transition from laying jointed rail, which uses bolts to connect 39- or 78-foot sections of track, to installing continuous welded rail, in which 1,440-foot sections of rail are welded together to form one continuous track. Continuous welded rail is stronger, provides a smoother ride, needs less maintenance, and allows trains to travel at higher speeds.

A native of Kenly, N.C., Rose graduated from North Carolina State

University and in 1948 joined Southern Railway as a surveyor. In 1971, he was named chief engineer, and in 1976, he was promoted to assistant vice president of maintenance of way and structures, the position he held until his retirement.

At the dedication, NS CEO Wick Moorman said, "Hubert Rose was an industry leader in the maintenance of rail infrastructure, and he is the person most identified with helping Norfolk Southern take advantage of the benefits of continuous welded rail, saving millions of dollars in maintenance costs and preventing derailments. Putting his name on the building is a fitting thank-you on behalf of our employees and friends everywhere."

Since opening in 1958, the Atlanta rail fabrication plant has been manufacturing railroad track for Norfolk Southern. The complex stretches over 30 acres and includes plants for rail welding, rail renewal, switch panels, track panels, and rail reclamation. The rail welding and rewelding plants turn out new quarter-mile strands of rail for use on mainline tracks and reconditioned rail for use on secondary lines and industrial sidings.

*[Norfolk Southern Corp.]*



#### METRO-NORTH BEGINS PORT JERVIS LINE SIGNALIZATION PROJECT; RESTORES GRAND CENTRAL'S WHISPERING GALLERY

MTA Metro-North Railroad has begun a \$67 million project to install a new cab signal system on the Port Jervis Line.

The project is part of the railroad's ongoing effort to bring its infrastructure into a state of good repair, Metro-North officials said in a prepared statement.

The project calls for replacing the existing 40-year-old wayside system, and renewing 10 interlocking and four grade crossings from Suffern to Port Jervis, N.Y., a distance of about 66 miles.

"This upgrade to cab signals will bring the line up to the modern standards in place across the railroad, and will improve the ride for all Port Jervis customers," said Metro-North President Howard Permut.

The cab signal system's budget includes \$12 million for the application of positive train control (PTC), which is under a separate contract. The Port Jervis signalization project, including PTC, is scheduled for completion in December 2015.

Meanwhile, a \$450,000 restoration of Grand Central Terminal's Whispering Gallery has been completed. The gallery is an acoustical anomaly that enables visitors to stand in diagonal corners of the 50-foot wide chamber and whisper to one another as the sound carries across the domed ceiling.

The work is part of Metro-North's "dedicated stewardship" of Grand Central Terminal, which will reach its centennial on Feb. 1, 2013, Hermut said.

"We intend to preserve and improve this great edifice so that it endures another 100 years and beyond," he said. *[Progressive Railroading]*



#### JERSEY CENTRAL NO. 113 MAKES TEST RUN ON READING & NORTHERN

MINERSVILLE, Pa. – Central Railroad of New Jersey No. 113, a husky 0-6-0 that has been under restoration for a dozen years, made a successful test run on the Reading & Northern's Minersville Branch on Nov. 23, 2012.

Nov. 11, 2013, accompanied by a Reading & Northern diesel supplying air



after 113's air compressor balked, backed out of the siding at the Minersville station where its restoration took place and went down the branch as far as Mar-Lin, about a mile, then headed north, passing the station and continuing up the branch toward the New St. Nicholas Breaker. On Sept. 8, No. 113 moved under its own power for the first time since 1960, running just a few feet each way on the siding.

Reading & Northern CEO Andy Muller and Operating Vice-president Tyler Glass were aboard the engine, which was operated by Chad Frederickson, one of the R&N's regular steam engineers. Railroad officials and project 113 leaders were pleased with the test run, although no further plans for operation were announced.

Also built the locomotive for the Jersey Central in 1923. The Philadelphia & Reading Coal & Iron Co. purchased it in 1953, shortly after it was retired, for use at the coal breaker at Locust Summit, Pa. It is one of two former Jersey Central steam locomotives preserved, and is the only one that is operational. More than 50,000 volunteer hours have been devoted to its restoration. [TRAINS News Wire - Photo by Brandon Kaback]

### LOCOMOTIVE GETS NEW LIFE IN WEST CHESTER



FORMER CONRAIL No. 7706, AN EMD MODEL GP38, WAS BUILT IN 1969 FOR THE PENN CENTRAL. SHOWN AT CSX SOUTH PHILADELPHIA YARD ON NOV. 14, 2012. PHOTO BY CHRISTOPHER RINKER.

WEST CHESTER — A locomotive that hauled coal for Exelon's Cromby Generating Station near Phoenixville will be greeted by West Chester Railroad officials Wednesday, Dec. 5 in its new home on South Adams Street.

Now entering semi-retirement, the 43-year old locomotive spent the last 15 years pulling 40 to 50 coal cars to fuel the Cromby coal power plant in East Pikeland, according to Derek Slifer, director of passenger operations at the tourist railroad.

Once the locomotive is restored, about a two-year process, it will run 90-minute scenic round trips between Market Street in West Chester and the village of Glen Mills, pulling several cars of tourists.

"The locomotive was originally used for road service, pulling very, very heavy freight cars," Slifer said. Working for the tourist line, will be "very, very easy; a walk in the park."

The locomotive was built in July 1969 and has plenty of life left, Slifer said, but it is in some need of exterior restoration.

"They need people to fix them and that's where we come in," Slifer said. "If you take care of them, they'll last forever."

Most of the work needed is superficial; for example, the engineer's cab needs a new floor. The diesel engine and inner workings are in good running condition, he said. Restoration costs are estimated at \$20,000, though that amount is not definite. [Gretchen Metz, Chester County Daily Local News]



### SEPTA PROMOTES LUND TO ASSISTANT GENERAL MANAGER

SEPTA has promoted Robert Lund Jr. to assistant general manager of engineering, maintenance and construction. He will be responsible for all engineering and maintenance related to stations, buildings, bridges, track, communications, and signal and power systems. In addition, he will oversee the capital construction of transit and railroad facilities, as well as right-of-way elements.

An 11-year SEPTA veteran, Lund joined the agency in 2001 as manager of structural engineering. He became deputy director for the Market Street Elevated Reconstruction project in 2007, and was named senior director of capital construction in 2009. Lund began his career as a structural engineer at Stone & Webster Engineering Corp. and served the New York Power Authority for 19 years. [Progressive Railroadings]

## THIS MONTH ON THE PENNSY

THE PENNSY IS PREPARING FOR THE PENN CENTRAL MERGER AND WILL RETURN NEXT MONTH.

### TIMETABLE 01-13

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

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Through Friday, April 19, 2013

*Frank Furness: Working on the Railroads* exhibit at the Library Company of Philadelphia, 1314 Locust Street, Philadelphia, PA 19107 (215) 546-3181. Monday-Friday 9 am to 4:45 pm. Free admission.

Saturday and Sunday through Jan. 13, 2013

*Holiday Train Show* at the Short Line Model Railroad Club, 11 South State Street (Main and State St.),

Ephrata, Pa. Info: [www.slmrc.com](http://www.slmrc.com).

Saturday and Sunday, Jan. 5-6, 12-13, 19-20, 2013

*Schuylkill Valley Model Railroad Club Open House*, 400 South Main St., Phoenixville, Pa. 1-5 pm, free admission. Info: [www.svmrcc.com](http://www.svmrcc.com).

Saturday and Sunday, Jan. 12-13, 2013

*NRHS Winter Board of Directors' Meeting* in Williamsburg, Va.

Saturday and Sunday, Jan. 12-13, 2013

*Greenberg Train & Toy Show* at the York Expo Center, York, Pa. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

Sunday, Jan. 13, 2013

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

Saturday and Sunday, Jan. 26-27, 2013

*2013 Railroad Hobby Show* by the Amherst Railway Society at the Eastern States Exposition, 1305 Memorial Ave., West Springfield, Mass. 01089. Info: [www.AmherstRail.org](http://www.AmherstRail.org).

Sunday, Jan. 27, 2012

*Winter Hamburg Dutch Train Meet* at the Union Fire Company Field House, 123 South 4th Street, Hamburg PA 19526. Info: Ralph Maurer at [ralphthetrainguy@yahoo.com](mailto:ralphthetrainguy@yahoo.com) or 610-987-3144.

Saturday, Feb. 2, 2013

*Super Saturday Streetcar Special XX* by the Wilmington Chapter, NRHS. Leaves from Callowhill Depot at 10:00 am for a 5-hour tour in a PCC-2 car. Info: [www.railroadphotographer.com](http://www.railroadphotographer.com).

Saturday and Sunday, Feb. 2-3, 2013

*The Great Scale Model Train Show* at the Maryland State Fairgrounds,

2200 York Rd, Timonium MD 21093. Info: [www.gsmts.com](http://www.gsmts.com).

**Saturday and Sunday, Feb. 16-17, 2013**

**Greenberg Train & Toy Show** at the Greater Reading Expo Center, Reading, Pa. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Saturday and Sunday, Feb. 23-24, 2013**

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

**Sunday, March 10, 2013**

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

**Saturday and Sunday, March 16-17, 2013**

**Greenberg Train & Toy Show** at the NJ Expo Center, Edison, NJ. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Saturday and Sunday, March 23-24, 2013**

**Greenberg Train & Toy Show** at the Chase Center on the Riverfront, Wilmington, Del. Info: [www.GreenbergShows.com](http://www.GreenbergShows.com).

**Thursday through Sunday, April 4-7, 2013**

**NRHS Spring Conference** in Cincinnati, Ohio sponsored by the Cincinnati and C.P. Huntington Chapters.

**Thursday through Saturday, April 18-20, 2013**

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

**Thursday through Sunday, May 16-19, 2013**

**Pennsylvania Railroad Technical & Historical Society Annual Meeting** at the Lancaster Host Inn, Lancaster, Pa. and Railroad Museum of Pennsylvania in Strasburg, Pa. Hosted by the Philadelphia Chapter. Info: [www.prrths2013.com](http://www.prrths2013.com).

In conjunction with the 2013 PRRT&HS Annual Meeting, Strasburg Railroad's #90 will pull a special freight train giving an opportunity to photograph, video and record the train.

**Saturday through Tuesday, Sept. 14-17, 2013**

**NRHS Pre-Convention Activity** in Fairbanks, Alaska. Info: [www.nrhs.com](http://www.nrhs.com).

**Wednesday through Sunday, Sept. 18-22, 2013**

**NRHS Convention** at the Hilton Anchorage in Anchorage, Alaska. Info: [www.nrhs.com](http://www.nrhs.com).



## DECEMBER, 2012 CHAPTER MEETING MINUTES

**CALLED TO ORDER:** The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, December 16, 2012. The meeting was called to order at 5:10 p.m. by President Tom Shenk with 38 members and 1 guest present. President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the October Membership Meeting Minutes. Steve Himpl approved the motion and Doris Geesey seconded the motion. The October Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

**MEMBERSHIP:** First Vice-President Ron Irwin announced a Chapter guest, Dee Gangremi. Ron also announced new members Joel Altland, and Pat Frantz - wife of Terry Frantz, who were in attendance at tonight's meeting. Ron reminded everyone to send in their dues. The number of renewals so far are 106 regular memberships, 50 family memberships and 2 student memberships.

**CHAPLAIN:** Chaplain Doris Geesey asked the Chapter membership for a moment of silence for the Sandy Hook, Connecticut victims. Doris read "Keeping Christmas." On behalf of the Chapter, Doris sent cards to Helen Snyder, Bill Richard, and Barbara Kerchner.

**TREASURER:** Treasurer Richard Rutledge gave the Treasurer's Report for the month of November. Richard will be transferring Chapter money from the Chapter checking account to a CD.

**CHAPTER BUDGET:** President Tom Shenk presented the budget to the Chapter membership for approval. After reviewing and discussing the budget, Dennis Allen made a motion to approve the budget and Linda Himpl seconded the motion. The budget was approved by the Chapter membership.

**TRIPS:** President Tom Shenk announced that there is still space available on the Alaska trip. The trip will be Saturday, May 18, to Saturday, May 25, 2013. Prices will be going up next year so if anyone is interested, now is the time to lock in the Chapter's low rates for the trip.

**ANNOUNCEMENTS:** Tom Shenk announced that Ed Mayover (Chapter Editor) will be putting together a special year-end edition of the newsletter to be printed in color and copies to be handed out at the January Chapter membership meeting. Chapter members who cannot make the January Chapter meeting will get their copy mailed to them. Tom announced next year's banquet will be held at Shady Maple on Friday, November 22, 2013. Fred Kurtz is working on changes to the Chapter bylaws to insert a checks and balances, so any major expenses or projects must be presented to and approved by the Board of Director's before presenting the proposal to the Chapter membership. Steve Himpl announced that Howard Fox, Jr. donated a copy of the Lancaster Chapter History and a Drumhead. Steve also reported on the caboose. The floor is completed, the steel cabinets are done, and work will start on putting aluminum on the walls. Steve's vision for the Caboose is to have it look like it did in 1976 when it was in use. Tom thanked Cindy Kendig for overseeing all the rental details when renting the Christiana Freight Station. The Kitchen Committee has the months of January and February filled. If anyone is interested in helping other month's in the kitchen contact Tom. Tom announced he has prints available for purchase for \$3.00.

**CHRISTMAS OPEN HOUSE:** Linda Himpl reported sales and donations from this weekend's Christmas Open House at the Christiana Freight Station. Sales on Saturday, December 15 were \$85.00 and on Sunday, December 16 were \$158.50. Donations received for Saturday, December 15 were \$91.00 and donations for Sunday, December 16 were \$51.30. Tom Shenk thanked all the Chapter volunteers who helped with the Christiana Freight Station Christmas Open House. Tom reported there were 22 hayrides and estimated 1300 people took the hayrides. The Chapter also gave the Lions Club a donation for all their help in making the Christmas Open House a success.

**ADJOURNMENT:** The Chapter meeting was adjourned at 5:30 p.m. for the annual Chapter Christmas party. January's Chapter meeting program will be presented by Ron Irwin on the California trip.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



**LESS THAN CARLOAD SHIPMENTS**  
**LOCAL AND NATIONAL NEWS**

**STEAM INTO HISTORY PLANS HISTORIC  
STEAM ATTRACTION IN PENNSYLVANIA**



NEW FREEDOM, Pa. -- Steam Into History has big plans for the Northern Central Railroad corridor between New Freedom and Hanover Jct. By June 1, 2013, a replica 4-4-0 steam locomotive and a two coaches will make three daily round trips on



9.9 miles of the historic railway.

Robert Gotwols, vice-president of the nonprofit SIH, said this week that the new locomotive, No. 17, under construction at Kloke Locomotive in suburban Chicago, "is well on its way. It recently passed the first hydro test." Gotwols said two wooden coaches have been leased for the 2013 season, but by 2014 he expects to replace the leased equipment with two replicas of 1850's-style coaches.

The Northern Central line is quite historic, Gotwols said. President Abraham Lincoln traveled the route in 1861 on his way from Springfield, Ill., to Washington for his inauguration. He stopped briefly at Hanover Jct. on his way to Gettysburg to deliver his immortal Gettysburg Address in November 1863, and, in April 1865, his funeral train made its way slowly up the line.

Plans call for a runaround siding and turntable to be built at Hanover Jct., along with a second turntable, engine shed and car house at New Freedom. Initially, though, the train will operate push-pull with a diesel on the south end of the train. Gotwols said the new operation would have about 10 paid employees, with as many as 80 volunteers helping with all phases of the operation.

More information and photos can be found on the organizations website at [www.steamintohistory.com](http://www.steamintohistory.com). [TRAINS News Wire]



#### EMD OPENS BRAZILIAN LOCOMOTIVE ASSEMBLY SITE

Electro-Motive Diesel (EMD), a subsidiary of Progress Rail Services, a Caterpillar company, said Nov. 29 it has officially opened its locomotive manufacturing facility in Seta Lagoas, Brazil, located in the state of Minas Gerais.

Progress Rail and EMD announced the site selection in July of 2011, and began work in earnest in February, EMD noted. The Seta Lagoas facility is the first EMD locomotive assembly plant to open in Brazil in more than 20 years, and is part of a strategic approach by Progress Rail and Electro-Motive to compete in the global railway industry. The company will produce the EMD SD70ACe locomotive at the facility, among other models. [Edited from Railway Age Rail Group News]



#### ENBRIDGE, CANOPY PROSPECTING TO DEVELOP CRUDE OIL UNIT-TRAIN FACILITY NEAR PHILADELPHIA

PHILADELPHIA – Enbridge is partnering with Canopy Prospecting to create Eddystone Rail Co. to jointly develop a unit train unloading facility near Philadelphia. The facility would be used to deliver Bakken and other light sweet crude to Philadelphia area refineries. It will handle 80,000 barrels per day by the third quarter of 2013 and could be expanded to eventually handle up to 160,000 barrels per day in the future.

Enbridge will own 75 percent and be the operator of the \$68 million facility. The project requires leasing a portion of Exelon Generation's Eddystone power plant and reconfiguring the existing track to accommodate 120-car trains.

Also in the Northeast, PBF Energy is expanding rail capacity at its Delaware City, Del., refinery to accept up to 110,000 barrels per day by January 2013. The refinery handles about 190,000 barrels per day arriving "To ensure consistency of supply, we have committed to lease a significant number of coiled and non-coiled tank cars." A recent report by Reuters says the company will lease 2,400 railcars. [Edited from TRAINS News Wire]



#### SCRANTON YANKEES BECOME "RAILRIDERS"

SCRANTON, Pa. – The Scranton/Wilkes-Barre Yankees International League baseball team has a new name: the RailRiders. The new moniker, which references Scranton's claim as the birthplace of the electric streetcar, beat five other finalists in a

name-the-team contest that took place last summer, MLIB.com reported. RailRiders is the third name in the history of the franchise, following Red Barons (from 1989-2006, when the team was a Phillies affiliate) and Yankees. [Edited from TRAINS News Wire]

#### X TRAIN PLANS JANUARY 2014 START-UP



LAS VEGAS – During a conference call with investors and interested parties Nov. 28, Michael Barron, president and CEO of X Train, announced company plans to begin passenger service between Fullerton, Calif., and Las Vegas on January 4, 2014. A special inaugural trip will run Dec. 31,

2013. The train will operate non-stop between the Amtrak/Metrolink Fullerton Station and Las Vegas over BNSF Railway and Union Pacific trackage. Fares will be \$99 each way including food and beverages. The train will connect at Fullerton with Metrolink commuter trains. The 1,500-foot train will operate using Amtrak crews. Barron said three F59 locomotives would pull the 16-car train, which will consist of rebuilt gallery-style commuter cars that have already been purchased. The cars will be rebuilt in Las Vegas into three types, at a cost of about \$1 million each using components from 45 vendors. There will be 12 first class lounge cars with assigned seating that will include flat screen televisions, and a small lounge bar area in each car. There will also be "ultra lounge" cars, which will be more traditional lounges for passengers to gather. A service car will carry crew members, supplies, food and beverages that can resupply the other cars as the train travels. Rebuilding work will begin after the first of the year, Barron said, and the cars will be ADA compliant.

Barron said the company is reviewing potential sites for a new \$6.5 million station in downtown Las Vegas, including the former Amtrak station site at the Plaza Hotel and at least two other sites, with a decision on the site expected in the next week. Test runs of the new train will begin in October 2013, Barron said. [Steve Glischinski - TRAINS News Wire]

#### THIS MONTH'S BANNER PHOTO

The Shore Line East commuter service began on a shoestring budget in 1991 as a traffic mitigation effort during the rebuilding of an I-95 bridge in New Haven, Conn. SLE train 3629, with former PATrain/Addison, Wellsville & Galeton F7 No. 6690, prepares to depart Old Saybrook, Conn., for New Haven - Feb. 11, 1994. Photo by David C. Warner.



#### NORFOLK SOUTHERN REMINDS YOU...

THE MOST IMPORTANT THING YOU CAN DO TODAY  
IS RETURN HOME  
ACCIDENT, INCIDENT AND INJURY FREE

Welcome  aboard!

The Lancaster Chapter, N.R.H.S. warmly welcomes the following new Chapter members. Thanks for joining - it's a pleasure to have you aboard!

Joel R. Altland, 780 Apple Tree Lane, Mount Wolf, Pa. 17347. Joel has presented many fabulous programs at our Chapter meetings and will return in March.

New family member Pat Frantz, wife of Terry Frantz.

**"INSIDE THE BACK PAGE"****UPCOMING LANCASTER CHAPTER ACTIVITIES****JANUARY****JANUARY 14, 2013 - MONDAY, 7:30 PM - TRAVEL TIME OFFICE - CHAPTER BOARD MEETING****JANUARY 21, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Were you unable to attend the Chapter's California Dreamin' trip? Join us for another fantastic travelogue featuring spectacular scenery as Chapter Member Ron Irwin presents a photographic journey that you won't want to miss. Almost as good as being there without having to go through airport security! Bring a friend to our first meeting of the new year....there will be plenty of snacks and hot beverages to warm you!

**FEBRUARY****FEBRUARY 18, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Mark Eyer will present a program featuring the Norfolk Southern Buffalo Line from Rockville to Buffalo New York, covering the time-frame from 1980 to present day under Conrail and Norfolk Southern, and the changes to the Western New York & Pennsylvania.

**MARCH****MARCH 17-24, 2013 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - SUNDAY MEMBERSHIP MEETING**

Joel Altland returns with a program featuring railroads in Ohio.

**CHAPLAIN CONTACT INFORMATION:**

**DORIS GEESEY** EMAIL: [RSCOOTER2@GMAIL.COM](mailto:RSCOOTER2@GMAIL.COM) 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.**

**INCLEMENT WEATHER NOTICE**

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

**NORFOLK SOUTHERN FILES FOR MODIFICATION OF SIGNAL SYSTEM ON PITTSBURGH LINE**

WASHINGTON – The public has until the end of January to comment on Norfolk Southern's next step toward the implementation of Positive Train Control between Harrisburg and Pittsburgh, Pa. The railroad submitted an application to the Federal Railroad Administration on Oct. 31 to request the "installation of a cab signal system without wayside signals" on the Pittsburgh Line between mileposts 104.90 and 353.35. The federal agency posted the request at the start of a 45-day public comment period on Dec. 17.

"The reasons given for the proposed changes is that the installation of cab signals without wayside signals will improve train operations and will facilitate the installation of Positive Train Control on the Pittsburgh Line," according to the document.

The FRA notice says that all automatic signals along the line will be retired, but that "block clear" signals will be installed at control points in the event of a cab signal failure. [Steven M. Sweeney - TRAINS News Wire]

1957	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	1957	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
JAN	6	7	8	9	10	11	12	JUL	7	8	9	10	11	12	13
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	20	21	22	23	24	25	26		21	22	23	24	25	26	27
	27	28	29	30	31	-	-		28	29	30	31	-	-	-
FEB	3	4	5	6	7	8	9	AUG	4	5	6	7	8	9	10
	10	11	12	13	14	15	16		11	12	13	14	15	16	17
	17	18	19	20	21	22	23		18	19	20	21	22	23	24
	24	25	26	27	28	-	-		25	26	27	28	29	30	31
MAR	3	4	5	6	7	8	9	SEP	1	2	3	4	5	6	7
	10	11	12	13	14	15	16		8	9	10	11	12	13	14
	17	18	19	20	21	22	23		15	16	17	18	19	20	21
	24	25	26	27	28	29	30		22	23	24	25	26	27	28
	31	-	-	-	-	-	-		29	30	-	-	-	-	-
APR	7	8	9	10	11	12	13	OCT	6	7	8	9	10	11	12
	14	15	16	17	18	19	20		13	14	15	16	17	18	19
	21	22	23	24	25	26	27		20	21	22	23	24	25	26
	28	29	30	-	-	-	-		27	28	29	30	31	-	-
MAY	5	6	7	8	9	10	11	NOV	3	4	5	6	7	8	9
	12	13	14	15	16	17	18		10	11	12	13	14	15	16
	19	20	21	22	23	24	25		17	18	19	20	21	22	23
	26	27	28	29	30	31	-		24	25	26	27	28	29	30
	-	-	-	-	-	-	-		-	-	-	-	-	-	-
JUN	2	3	4	5	6	7	8	DEC	1	2	3	4	5	6	7
	9	10	11	12	13	14	15		8	9	10	11	12	13	14
	16	17	18	19	20	21	22		15	16	17	18	19	20	21
	23	24	25	26	27	28	29		22	23	24	25	26	27	28
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PENNSYLVANIA  
RAILROAD

**LANCASTER CHAPTER BOARD of DIRECTORS**

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**MEMBERSHIP MEETING NOTICE**

**THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JANUARY 21, 2013 STARTING AT 7:30 P.M.**

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



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL MEMBERSHIP DUES ARE \$59 (INCLUDES BOTH LANCASTER CHAPTER AND NATIONAL). OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE FOURTH MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: FRED KURTZ, 668 SNYDER HILL RD., LITITZ, PA 17543-8945 OR EMAIL: FKURTZ@NRHS1.ORG.

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**LANCASTER CHAPTER, N.R.H.S.  
10 RAILROAD AVENUE  
CHRISTIANA, PA 17509-1416**