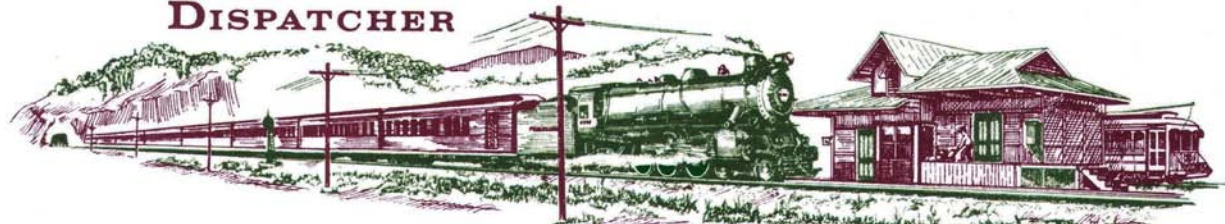


LANCASTER DISPATCHER

1935 - 2013



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 44 NUMBER 2

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

FEBRUARY 2013



I LOVE to board my Central train at a central, downtown station.
From city's heart to city's heart... it's an *overnight vacation!*



I LOVE to have refreshments
When the business day is done,
In a New York Central lounge car,
Where just relaxing's fun!



I LOVE to dine at leisure
From a table set in style,
And enjoy my fresh-cooked dinner
With a fresh view every mile!



I LOVE my hotel-room-on-wheels
With bed of rubber foam,
Where I sleep just as soundly and
As SAFELY as at home!



I LOVE the way my room's equipped
With everything at hand
To wash and dress, When I arise,
Such privacy's just grand!



I LOVE to have my mind at peace,
From weather worries free.
No slippery roads or stormy skies
Upset my plans or me!
I step off fresh and rested,
Next morning when I'm due.
Yes, I love Central travel.
Just try it. So will you!



New York Central

The Water Level Route—You Can Sleep



FEBRUARY 5, 1951

27



FEBRUARY 1, 1968



MARCH 31, 1976



THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



2013 MEMBERSHIP RENEWALS ARE DUE NOW!

Don't miss the train! 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 MOVING FORWARD WITH MORE LANCASTER STATION UPGRADES

WASHINGTON - Jan. 16, 2013 - Building on the progress achieved during the past year, Amtrak is moving forward in 2013 with more upgrades to Lancaster Station including major work to rehabilitate the main waiting room by repairing the plaster walls and ceiling, repainting it with historic colors, restoring historic light fixtures and relocating the sprinkler pipe.

Other station improvements planned for the coming year include repairing and repainting the foyer and the hallway near the restrooms, refinishing all remaining doors and doorways, and modifying the bus turning area from McGovern Avenue to provide easier access to the bus canopy located at the side entrance.



"Since the start of the project a year ago, Amtrak and our partners have made significant progress and passengers will see more improvements underway this year," said Marilyn Jamison, Amtrak Senior Director, Major Projects and Partnerships.

During 2012, 14 wooden benches that date back to the station's opening in 1929 were fully refurbished to their historic appearance. The stairwells leading from the platforms to the station concourse were repainted and the skylight that brings natural light into the main station concourse was cleaned and broken or missing panes of glass replaced.

Also in the past year, the yellow warning strips that alert passengers of the platform edge were repaired and the platform canopies repainted. Three pairs of doors leading from the main waiting room to the bridge were refinished and repaired. In addition, the plaster walls and ceiling in the men and women restrooms have been repaired and repainted.

Throughout it all Amtrak is consulting with federal and state agencies on the renovation and rehabilitation efforts to preserve the historic nature of the station while also improving accessibility for passengers with disabilities.

To support the improvement project, the Lancaster Station Advisory Committee is keeping the lines of communication open between Amtrak, the Pennsylvania Department of Transportation and the Lancaster community. The Committee now includes local, state and federal representatives and elected officials all working together to make sure the project goals are achieved.

Lancaster Station is the third busiest Amtrak station in the state and serves the Keystone Service (Harrisburg – Philadelphia – New York) and Pennsylvanian (Pittsburgh – Harrisburg – Philadelphia – New York). For

fiscal year 2012 (ending September 30), 559,364 train passengers arrived or departed from the station, up 3.7 percent over the prior year. [Amtrak]

CURB CUTS TO ACCOMMODATE BUSES AT LANCASTER TRAIN STATION

Bieber buses will be able to use the bus canopies at the Lancaster train station within six to eight weeks, an Amtrak official told the Lancaster Train Station Advisory Committee Wednesday.

That's because two curb cuts will be made in the bus turning area to allow larger buses to reach the canopies. The traffic lane and canopies originally were designed to accommodate 40-foot-long buses used by Capitol Trailways. However, that company went out of business and was acquired by Bieber Bus Service of Kutztown, which uses 45-foot-long buses.

Drivers for Bieber contended they could not negotiate turns through the employee parking lot east of the station to reach the bays and instead began entering the station at Queen Street and unloading passengers at the taxi stand across from the front door. This tied up traffic and forced passengers to walk across the roadway and through traffic to enter the station.

Two months ago an Amtrak police official offered a proposal that called for all traffic to access the station through the eastern McGovern Avenue entrance and exit at Queen Street, forcing closure of the Queen Street entrance.

When that plan was not well-received by city officials, Amtrak withdrew the proposal and pursued other options, including curb cuts, to facilitate bus movement.

Linda Frankel, Amtrak's director of real estate development, said representatives from Amtrak and Bieber met at the station to determine where the curb cuts needed to be made to accommodate the longer buses. The real estate development office will help finance the work, Frankel said. [Chip Smedley, Staff Writer - *Intelligencer Journal Lancaster New Era*]

AMTRAK 2013: NEW YEAR BRINGS MAJOR PROJECTS

WASHINGTON - Jan. 10, 2013 - Amtrak enters 2013 with a full and robust agenda of infrastructure upgrade projects, significant milestones for new equipment orders and key actions to advance its Northeast Corridor (NEC) high-speed rail program.

Among the projects include completion of the NEC Niantic River Movable Bridge replacement project, delivery of the first units of new equipment orders for 70 electric locomotives and 130 single-level long-distance passenger cars, expansion of Acela Express high-speed service with an additional New York – Washington round-trip and initiation of the process to acquire next-generation high-speed train sets.

"Amtrak continues to advance and invest in projects that provide both near-term benefits and long-term improvements for the effective delivery and reliability of intercity passenger rail service," said President and CEO Joe Boardman.

During the coming year, three Amtrak-owned or maintained corridors will be under various stages of construction to enhance and ultimately increase rail capacity including the Springfield Line in Conn., the Hudson Line in upstate N.Y. and a section of the NEC in N.J.

In addition, Amtrak anticipates reaching agreement in 2013 with the Michigan Department of Transportation to operate, dispatch and maintain a section of state-owned railroad from Kalamazoo to Dearborn that will lead to track improvements to support 110 mph service.

Other projects in 2013 include: advancing planning work for the Gateway Program to increase tunnel, track and station capacity into Manhattan for intercity, commuter and next-generation high-speed rail service; improving accessibility at stations under requirements of the Americans with Disabilities Act; completing installation of Positive Train Control safety technology along the NEC and Keystone Corridor; and upgrading the AmtrakConnect Wi-Fi service to 4G/LTE.

Boardman explained these and other projects support a strong focus on strengthening the Amtrak bottom line and its strategic goals of safety and security, customer focus, mobility and connectivity, environment and energy, and financial and organizational excellence.

He said the 2013 agenda builds on the successes from 2012 which saw record ridership, the best-ever system-wide on-time performance, the national launch of eTicketing and the start of new Northeast Regional service to Norfolk, Va., the extension of Downeaster service to Freeport and Brunswick, Maine, and the beginning of 110 mph operations on the Lincoln Service in Illinois and on the Wolverine and Blue Water services in Michigan. [Amtrak]

CONRAIL [LAST TANK CAR REMOVED FROM NEW JERSEY DERAILMENT SITE](#)



PAULSBORO, N.J. – Dec. 27, 2012 - The last tank car from a Conrail Shared Assets train that fell into Mantua Creek as a bridge collapsed last month was removed on Dec. 15. The derailment resulted in a spill of vinyl chloride that forced the evacuation of a 12-block area in Paulsboro.



RESPONSE CREWS RIG A RAIL CAR IN PREPARATION FOR IT TO BE LIFTED WITH A 150-TON CRANE FROM THE MANTUA CREEK IN PAULSBORO, N.J., SATURDAY, DEC. 15, 2012. THE RAIL CAR IS THE LAST ONE TO BE REMOVED. U.S. COAST GUARD PHOTO BY CHIEF PETTY OFFICER RYAN EGAL.

According to a preliminary report issued by the National Transportation Safety Board, on Nov. 30 about 6:59 a.m. southbound Conrail freight train FC4230, consisting of two locomotives and 82 cars derailed seven cars, the 6th through the 12th, near milepost 13.7 on Conrail's Penns Grove Secondary in Paulsboro. The derailment occurred while the train traveled over the Paulsboro Movable Bridge. Four

tank cars that derailed on the bridge structure came to rest with portions of the cars in Mantua Creek. Three of the tank cars contained vinyl chloride, and one contained ethanol. One of the tank cars carrying vinyl chloride breached during the derailment. Conrail reported that the breached tank car released approximately 180,000 pounds of vinyl chloride into Mantua Creek and the surrounding area.

After the accident, 22 local residents were treated and released at nearby hospitals. The conductor of the train was also treated and released. Initial damage estimates provided by Conrail are \$721,114, which does not include environmental remediation.

Federal Railroad Administration officials will inspect the track and the bridge's locking mechanism before the span can reopen. [TRAINS News Wire and Conrail]



[CSX CORPORATION ANNOUNCES FOURTH-QUARTER AND FULL-YEAR RESULTS](#)

JACKSONVILLE, Fla. - Jan. 22, 2013 - CSX Corporation (NYSE: CSX) today reported fourth quarter 2012 net earnings of \$443 million, or \$0.43 cents per share, compared to \$457 million, or \$0.43 cents per share, in the prior same period. For the full year 2012, net earnings were \$1.9 billion, or \$1.79 per share, up from \$1.8 billion, or \$1.67 per share, in 2011. For both the fourth quarter and the full year, the EPS performances reflected shares repurchased in 2012.

"CSX continues to demonstrate the underlying strength of its business model, the ability to respond quickly to significant events in the marketplace, and a steadfast focus on creating substantial shareholder value over the long term," said Michael J. Ward, chairman, president and chief executive officer.

For the quarter, total revenue of \$2.9 billion declined 2 percent. The company saw an increase in merchandise and intermodal shipments, but these gains were more than offset by declines in coal resulting from low natural gas prices, high coal inventory at utilities and lower global demand. As a result of the lower revenue, which was partially offset by strong efficiency gains, operating income declined 4 percent to \$804 million and the operating ratio increased 60 basis points to 72.1 percent.

For the full year, operating income increased 1 percent to \$3.5 billion and the operating ratio improved 30 basis points to 70.6 percent. Both improved on the strength of efficiency gains and resource adjustments.

CSX also delivered exceptional safety and service levels throughout 2012. Its personal injury rate was the best ever recorded for both the quarter and the full year, and the train accident rate for both time periods was near all-time best levels. Additionally, service levels remain high across all key measures, with customer satisfaction ratings at record levels. This sets a strong foundation for long-term growth and value creation for the company's shareholders. [CSX Corporation]

[CUSTOMER SITE INVESTMENTS ON CSX TOTAL \\$3.2 BILLION IN 2012](#)

JACKSONVILLE, Fla., Jan. 7, 2013 -- CSX worked with its customers in 2012 to locate 105 new or expanded facilities on its eastern rail network or on connecting short lines. These projects represent an investment by those customers of more than \$3.2 billion and will ultimately create over 4,200 jobs among shippers in more than a dozen states.

"These industrial facilities are expected to generate 162,000 carloads of new rail traffic in future years," said Clark Robertson, assistant vice president-regional development. "The 2012 results were especially significant in the energy markets, such as new ethanol and crude oil terminals, natural gas processing facilities and drilling supply locations. In addition, low natural gas pricing and abundant supply are prompting renewed manufacturing interest in the U.S. and specifically in markets served by CSX."

Rail customers considering a new manufacturing location can access www.csx.com and CSX's Select Site tool, which provides unique insight to rail-served sites that are certified for immediate development, including zoning and utility connections.

Rail stands out as a compelling value in the transportation marketplace. CSX trains are capable of moving a ton of freight more than 450 miles on a gallon of fuel, creating efficiency and environmental benefits that are attractive to shippers and communities alike. That means significantly lower carbon emissions and less wear and tear on public roads as CSX moves freight over its privately funded network. CSX also can offer customers the best rail connectivity to more than 70 ocean, river and lake ports. [CSX Corporation]





NORFOLK SOUTHERN FACILITATES \$2.1 BILLION IN INDUSTRIAL INVESTMENT IN 2012

NORFOLK, VA. - Jan. 5, 2013 - Norfolk Southern Corporation participated in the location of 64 new industries and the expansion of 30 existing industries along its rail lines in 2012.

New plants and expansions announced in 2012 represented an investment of \$2.1 billion by Norfolk Southern customers and are expected to create more than 6,100 jobs in the railroad's territory, in future years potentially generating more than 141,000 carloads of new rail traffic annually.

Norfolk Southern assisted state and local government and economic development officials throughout 19 states in helping customers identify ideal locations for new and expanded facilities.

"Our 2012 results were once again anchored by the energy sector," said Newell Baker, assistant vice president industrial development. "Norfolk Southern assisted in the location or expansion of 32 energy-related facilities in 14 states across our service area. Marcellus and Utica Shale gas exploration projects continued to play an important role, along with coal, and power generating equipment. We were excited to see the first shipments of Bakken Crude delivered to east coast refineries in 2012, and we expect this subsector to grow significantly in 2013. In addition, the continued rebound in the metals and automotive markets during 2012 played an important role for us and for our service area."

The balance of other projects secured during 2012 was distributed among several of the broad product areas Norfolk Southern serves.

Norfolk Southern works with state and local economic development authorities on projects involving site location and development of infrastructure to connect customers to its rail system and provides free and confidential plant location services, including industrial park planning, site layout, track design, and logistics assistance. During the past 10 years, Norfolk Southern's Industrial Development Department has participated in the location or expansion of 1,021 facilities, representing an investment of \$28.7 billion by NS customers and generating more than 48,000 jobs by those NS customers companies in the territory served by the railroad. [Norfolk Southern Corp.]

TIME-LAPSE VIDEO OF NS VETERANS' LOCOMOTIVE REPAINT RELEASED



ALTOONA, Pa. - Jan. 3, 2013 - A time lapse video illustrating how Norfolk Southern shop forces at Altoona repainted a special locomotive been released. The six minute, 54 second video

illustrates how 26 employees transformed SD60E No. 6920 from primer to finished locomotive wearing a special commemorative paint scheme to honor veterans. Shop employees used nearly 70 gallons of paint and took 120 hours to turn out the special paint job. Norfolk Southern currently employs 1300 veterans. To see the video, go to www.liveleak.com/view?i=b05_1356911400 [TRAINS News Wire]

NORFOLK SOUTHERN ACQUIRES ADDITIONAL F-UNITS



CHICAGO - Norfolk Southern has acquired an additional three F7 locomotives. The three units are located at two National Railway Equipment facilities in the Midwest. Former Canadian National EMD F7A No. 9177 is located at NRE Dixmoor, Ill. Two additional units, former Coe Rail F7A No. 407 and former Canadian Pacific F7B No. 1019 are reportedly at NRE's Mt.

Vernon, Ill., Facility. No. 9177 has reportedly been relettered SOU No. 9177 at Dixmoor. Norfolk Southern Spokesman Robin Chapman declined to comment on the locomotives. [TRAINS News Wire]



NEW YORK DOT RELEASES DRAFT ENVIRONMENTAL REPORT ON PORTAGEVILLE BRIDGE PROJECT

The New York State Department of Transportation (NYSDOT) announced that a Draft Environmental Impact Statement (DEIS) for the replacement of the Norfolk Southern Portageville Bridge over the Genesee River in Letchworth State Park is available for public review.

Norfolk Southern Railway now will move forward with final design for an arch structure that will be safer and more modern, yet complement the natural beauty of the state park and gorge, NYSDOT officials said in a prepared statement. NS will need to acquire a small amount of land where the bridge will be built. Construction on the \$69 million project could begin in 2013 or 2014 and take three years to complete.



PRESENT PORTAGEVILLE BRIDGE



PROPOSED REPLACEMENT BRIDGE

The existing bridge, which was built in 1875 after a fire destroyed the former wooden structure, was identified in the 2009 New York State Rail Plan as one of the state's 10 most significant rail bottlenecks. NYSDOT has contributed about \$3 million toward design costs and has secured \$2.5 million for construction costs. The balance

of project costs would be covered by NS and possibly by additional public funds, NYSDOT officials said.



LOCOMOTIVE ENGINEER'S VIEW OF THE PRESENT PORTAGEVILLE BRIDGE

"The Portageville Bridge replacement project is essential to maintaining the competitive balance of freight-rail transportation in New York state and the rest of New England," said Jim Carter Jr., NS' chief engineer of bridges and structures. "Now is the time to complete this project as demand for rail service is rising. Modernizing the bridge is vital to ensuring affordable and

efficient rail access for shippers and short lines that rely on the Southern Tier."

A joint NYSDOT/NS public hearing on the project will be held on Jan. 10 in Mount Morris, N.Y. Based on the DEIS findings, NYSDOT will accept written and oral comments from the public until Feb. 1, 2013. The department also is soliciting comments about the fate of the existing structure after the new bridge is in operation. The bridge, which is on the National Historic Register, could be preserved or demolished, NYSDOT officials said. [Progressive Railroading]

The Portageville Bridge is located at milepost 361.66 along the Southern Tier Route, Norfolk Southern's mainline route between Buffalo and Binghamton, NY. The route crosses over the Genesee River in Letchworth State Park, located near the town of Portageville, NY. The bridge,

constructed in 1875, is a steel viaduct that is 820 feet long that crosses some 250 feet above the Genesee River gorge. [New York DOT]

Project information and photos at: www.dot.ny.gov/portagevillebridge

[NORFOLK SOUTHERN REPORTS FOURTH-QUARTER 2012 AND FULL-YEAR RESULTS](#)

NORFOLK, VA. - Jan. 22, 2013 - Norfolk Southern Corporation today reported fourth-quarter 2012 net income of \$413 million, or \$1.30 per diluted share, compared with \$480 million, or \$1.42 per diluted share, earned in the fourth quarter of 2011. Net income for 2012 was \$1.7 billion, or \$5.37 per diluted share, compared with \$1.9 billion, or \$5.45 per diluted share, earned in 2011.

"While the fourth quarter reflected declines in coal shipments, we also saw steady intermodal volume gains coupled with improved volumes in our chemicals, auto, and housing sectors," said Norfolk Southern CEO Wick Moorman. "We remain focused on controlling costs and improving productivity while continuing to provide high service levels for our customers. In 2013, we plan to invest \$2 billion in capital improvements to further our strong safety performance, improve operational efficiency and service, and support future growth."

Fourth-quarter railway operating revenues were \$2.7 billion, down 4 percent compared with the same period of 2011. For 2012, railway operating revenues were \$11 billion, 1 percent lower than 2011.

General merchandise revenues were \$1.4 billion, 4 percent higher compared with fourth-quarter 2011 results. For 2012, general merchandise revenues increased to \$5.9 billion, 6 percent higher compared with 2011. Traffic volume increased 1 percent in the quarter and 2 percent for the year compared with the same periods of 2011.

Coal revenues were \$657 million, 23 percent lower compared with fourth-quarter 2011, and \$2.9 billion for 2012, 17 percent lower than 2011. Coal traffic volume declined 13 percent both in the quarter and for 2012 compared with the same periods of 2011.

Intermodal revenues increased to \$584 million, 5 percent higher compared with fourth-quarter 2011. For the full year, intermodal revenues reached \$2.2 billion, up 5 percent compared with 2011. Traffic volume increased 4 percent in the quarter and 5 percent for 2012 compared with the same periods of 2011.

Fourth-quarter railway operating expenses were \$2 billion, 1 percent lower compared with the same period a year earlier. For 2012, railway operating expenses were \$7.9 billion, also down 1 percent compared with 2011.

Income from railway operations was \$714 million, 11 percent lower compared with fourth-quarter 2011, and \$3.1 billion for 2012, 3 percent lower compared with 2011.

The railway operating ratio increased 3 percent to 73.4 percent during the fourth quarter and rose 1 percent to 71.7 percent for 2012 compared with the same periods of 2011. [Norfolk Southern Corp.]

Metro-North Railroad [METRO-NORTH RAILROAD REACHES 30-YEAR MILESTONE](#)

MTA Metro-North Railroad marked its 30th anniversary on January 1, 2013.

The railroad, previously called the Metropolitan Region of Conrail in 1982, was known for its "derailments, track fires, mechanical break downs, hot cars in the summer and cold cars in the winter," and was always late when it changed over to the Metro-North Commuter Railroad on Jan. 1, 1983, Metro-North officials said in a prepared statement.

In the 30 years since then, Metro-North has become "the busiest" railroad in the country with a consistent on-time performance of better than 97 percent and a customer satisfaction rating of 93 percent, they said.

Metro-North's next big goal is to provide more frequent service to all stations at all times. [Progressive Railroadng]



[REPORT WARNED NJ TRANSIT OF HIGH WATER STORM SURGES](#)

NEWARK, N.J. – A report on climate change completed for NJ Transit months before Hurricane Sandy struck New Jersey urged the agency to begin planning for higher storm surges that could envelop yards and rights-of-way, and corrode switches, gates, and signals, *NorthJersey.com* reported. The Oct. 29 storm caused more than \$400 million in damage to the agency's system.

The study included a map showing the Kearny and Hoboken yards squarely within "storm surge areas." Sandy floodwaters inundated both yards, flooding locomotives and passenger cars — including 84 new bilevel passenger cars — and damaging spare parts. Damage to rolling stock and locomotives in the two yards are estimated at \$100 million.

The decision to leave equipment in the low-lying yards has provoked criticism from lawmakers and rail advocates, while NJ Transit officials have maintained that they had no prior knowledge the yards could flood. "I wish I had the foresight and the understanding to know that a yard in the Meadowlands, in Kearny, that the western part of the yard in Hoboken, which had never flooded before, was going to flood. But I didn't," NJ Transit Executive Director Jim Weinstein told the New Jersey Assembly Transportation Committee during a Dec. 10 hearing that focused on the agency's decision not to move the equipment out of harm's way. "We now know under the right circumstances that they are prone to flooding," Weinstein told the committee. He has repeatedly said that NJ Transit made the right decision to leave hundreds of pieces of equipment in the two yards, based on what the agency knew at the time. "There is no history of flooding at the Meadowlands Maintenance Complex," he said.

Weinstein acknowledged to the committee that while the report was completed, "I confess I have not studied it." Weinstein told lawmakers "That study concluded that we had as much as 20 years to adapt to the [climate] changes that are taking place."

NJ Transit hired First Environment Inc. in 2011 to look at climate change and the risk weather events pose to NJ Transit bridges, tunnels, culverts, rail lines, terminals, stations, and other assets over the next 20 years. It concluded that NJ Transit "will continue to experience weather-related impacts ... can expect more frequent service disruptions over the next 20 years and must consider how the weather is affecting the state of good repair for its assets. The report also contained a map of "storm surge areas" that include the Kearny yard, where hundreds of pieces of rail equipment are stored at the Meadowlands Maintenance Complex, and the Hoboken yard.

The report, "Resilience of NJ Transit Assets to Climate Impacts" released in June 2012, found that NJ Transit "can expect more frequent service disruptions over the next 20 years" as the result of more intense storms, higher sea levels and storm surges, and higher temperatures. It recommends the agency consider the impact on assets and implement strategies in its capital planning.

When asked what NJ Transit would do in the future, Weinstein offered no solution. "We don't have those [contingency plans] now and we need to develop them," he told the Transportation Committee. [TRAINS News Wire]



[PENNSYLVANIA RAILROAD CALENDAR DELIVERED 63 YEARS LATE](#)

SCRANTON - On Dec. 28, 2012, a newspaper received a calendar to help ring in the new year - except the year was 1950.

The *Scranton Times-Tribune* reported that a mail carrier delivered the item 63 years late, without explanation. The large tube contained a 1950 Pennsylvania Railroad calendar addressed to James Flanagan, former general manager of the *Scranton Times*.



"CROSSROADS OF COMMERCE" BY GRIF TELLER. PRR'S 1950 CALENDAR PAINTING.

The calendar includes a holiday greeting from a railroad executive dated December 1949. Flanagan died the same month.

A Postal Service spokesman said that lost mail is sometimes found when a machine is dismantled or office space is renovated. *Times-Tribune* publisher Bobby Lynett said that he would see whether the Steamtown National Historic Site was interested in the calendar. If not, he said, he'll display it

in the newspaper's office. [Associated Press]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN FEBRUARY

Feb. 19, 1885 - "J" Tower placed in service at the crossing of the Northern Central Railway and Cumberland Valley Railroad at Bridgeport (Lemoyne); 36-lever machine by Union Switch & Signal Company.

Feb. 1890 - PRR begins building 45-stall roundhouse on site of Mount Pleasant Park in Jersey City (later called Waldo Avenue).

Feb. 8, 1895 - Blizzard strikes East Coast between New York and Virginia; the worst since 1888; PRR main line to Pittsburgh blocked 12-24 hours; hundreds of shop workers at Altoona are put to shoveling out the tracks on the Mountain; at Jersey City, the Bergen Hill Cut is blocked by drifting snow early in the morning, and two eastbound locals become stuck at the west end until dug out about two hours later; the Pennsylvania Limited arrives 5 hours:30 minutes late; thick ice on the New York side of the Hudson interferes with ferry operations; the first train leaves Philadelphia eastbound at 1:15 PM.

Feb. 6, 1900 - PRR begins purchasing stock of Norfolk & Western Railway through Kuhn, Loeb & Co.; by May 1900 buys about 30% of total for \$17.9 million; later increased to 39%.

Feb. 14, 1905 - PRR tunnel blast causes sinkhole to develop in Erie Railroad's Weehawken Yard; swallows a number of freight cars, but no one injured.

Feb. 13, 1910 - PRR announces it has 324 all-steel passenger cars in service: 245 coaches, 21 combines, 10 diners, 29 baggage cars, 18 postal cars and one office car.

Feb. 14, 1915 - First position-light signals placed in service between Overbrook and Bryn Mawr; designed to provide high-visibility replacement for semaphores in electrified territory; eventually adopted as PRR standard.

Feb. 21, 1915 - Position-light signals placed in service between Bryn Mawr and Devon, Pa.

Feb. 28, 1915 - Position-light signals placed in service between Devon and Paoli, Pa.

Feb. 11, 1920 - PRR Board adopts new organization effective Mar. 1, 1920; Lines East-Lines West arrangement replaced by four regions.

Feb. 25, 1925 - PRR and City of Philadelphia amend South Philadelphia Track Elevation agreement to substitute viaduct for fill on 25th Street to Passyunk Avenue.

Feb. 20, 1930 - PRR announces record net income of \$101.36 million for 1929; traffic greater than in 1928 but under high of 1926; downward trend in passenger revenue slowed; operating revenues up 4.9% but expenses only 2.7%; total dividend, \$46.85 million, is largest in history.

Feb. 10, 1935 - Revenue electric passenger service begins between New

York and Washington; *Congressional* is first regular train to run through.

Feb. 12, 1940 - PRR completes cab signal system without wayside signals between "JD" Conpitt Jct. and "AJ" Kiski Jct. on Conemaugh Division.

Feb. 1945 - Q2 No. 6175 sets record for Altoona Test Plant of 7,987 indicated horsepower.

Feb. 17, 1950 - Head-on collision of two LIRR commuter trains on gauntlet track at Rockville Centre kills 32; eastbound train passed stop signal.

Feb. 1955 - PRR announces it will remove Track No. 3 between Parkesburg and Lancaster; rarely used since World War II.

Feb. 1960 - Last Class H9s (No. 5216), H10s and M1 (No. 6940) sold for scrap.

Feb. 21, 1965 - PRSL Atlantic City Station closes; replaced by small depot in former yard area.

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

Feb. 5, 1971 - Last run of PRSL passenger service between Camden (12th & Federal Streets) and Millville; Nos. 758-769 to Glassboro and Nos. 773-756 to Millville.

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PEOPLE MOVERS: LIGHT & HIGH-SPEED RAIL NEWS

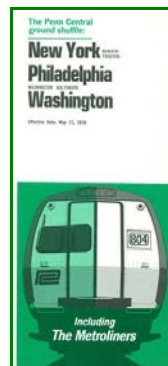


USDOT SIGNS \$1.55 BILLION FUNDING AGREEMENT FOR HONOLULU TRANSIT- RAIL PROJECT

U.S. Transportation Secretary Ray LaHood signed an agreement that will provide \$1.55 billion to the city and county of Honolulu to build Hawaii's first-ever transit-rail system.

The agreement commits federal dollars to the project, a 20-mile, 21-station rail line that will connect riders with education, employment and activity centers in Honolulu. The corridor will travel through West Oahu, Pearl City, Aloha Stadium, Pearl Harbor Naval Base, Honolulu International Airport, downtown Honolulu and Ala Moana Center.

The Federal Transit Administration will provide just under \$1.8 billion in funds for the \$5.1 billion project, including \$1.55 billion through the New Starts program, \$209.9 million in federal formula funds and \$4 million in stimulus dollars. [Progressive Railroading]



TIMETABLE 02-13

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

Through Friday, April 19, 2013

Frank Furness: Working on the Railroads. Exhibition at The Library Company of Philadelphia, 1314 Locust Street, Philadelphia, PA. Open Monday to Friday, 9:00am to 4:45pm. Free and open to the public. For further information click on <http://www.librarycompany.org/events/index.htm> or call 215-546-3181.

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.

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.

Saturday and Sunday, Feb. 16-17, 2013

Greenberg Train & Toy Show at the Greater Reading Expo Center, Reading, Pa. Info: www.GreenbergShows.com.

Monday and Tuesday, Feb. 18-19, 2013

Strasburg Rail Road Photo Freight and Railroad Museum of Pennsylvania Night Photo Shoot. Great Western 2-10-0 #90 leads a freight train on the Strasburg Rail Road, plus night photo shoots on the line and at the neighboring Railroad Museum of Pennsylvania. Info: www.lerroproductions.com.

Saturday and Sunday, Feb. 23-24, 2013

Spring Thaw Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 N. 17th Street, Allentown, Pa. 18104. Info: 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.

Thursday, March 7, 2013

Understanding the Pennsylvania Railroad: Contemporary photographs in response to the historic works of William H. Rau. This lecture by Michael Froio will look directly at William H. Rau's photographs of the Pennsylvania Railroad made in the 1890's exploring their impact on the Mainline Project to understand the importance of dialog between the historic and contemporary photographer. The Library Company of Philadelphia, 1314 Locust Street, Philadelphia, PA 19107.

Saturday, March 16, 2013

27th Annual Harrisburg Railroad Show & Collectors Market at the I.W. Abel Union Hall, 200 Gibson St., Steelton, Pa. 9am to 3pm. \$5 donation.

Saturday and Sunday, March 16-17, 2013

Greenberg Train & Toy Show at the NJ Expo Center, Edison, NJ. Info: www.GreenbergShows.com.

Sunday, March 17, 2013

Gilbertsville Toy Train Show at the Fire Hall, 1454 East Philadelphia Ave., Gilbertsville, Pa. 1 mile east of Rt. 100 on Rt. 73. 8:30 am -1:30 pm, \$3.00 admission. Info: Mark Lehmann, (215) 657-2477 or markvleh@cavtel.net.

Saturday and Sunday, March 23-24, 2013

Greenberg Train & Toy Show at the Chase Center on the Riverfront, Wilmington, Del. Info: www.GreenbergShows.com.

Thursday - Sunday, April 4-7, 2013

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

Thursday - 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.

Sunday, April 21, 2012

Scranton Limited short train excursions begin running at the Steamtown National Historic Site. Info: www.nps.gov/stea.

Friday - Sunday, May 3-5, 2013

21st National Model Trolley Meet by the East Penn Traction Club at the Greater Philadelphia Expo Center at Oaks, 1601 Egypt Rd., Phoenixville,

Pa. Info: www.eastpenn.org/meet.html.

Thursday - Sunday, May 16-19, 2013

Coincides with "Pennsy" Days at the Railroad Museum of Pennsylvania

PRRT&HS Annual Meeting at the Lancaster Host Inn, Lancaster, Pa. and Railroad Museum of Pennsylvania in Strasburg, Pa. Hosted by the Philadelphia Chapter. Info: www.prrths.com or www.philaprrths.com.

In conjunction with the 2013 PRRT&HS Annual Meeting, Strasburg Railroad's No. 90 will pull a special freight train giving an opportunity to photograph, video and record the train.



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Saturday, March 2, 2013 - Breakfast with the Conductor & Catcher

Dr. Seuss Birthday / Read Across America Day - "Grab Your Hat & Read With The Cat" - Breakfast registration deadline February 18, 2013.

Sunday, March 10, 2013

Charter Day

Saturday, April 27, 2013 - Tuesday, Dec. 31, 2013

From Your Lens: Images of Contemporary Railroad Exhibit

Thursday, May 16, 2013 - Sunday, May 19, 2012

Pennsylvania Railroad "Pennsy" Days

Friday, June 7, 2013 - Sunday, June 9, 2013

Conrail Days

**PENN CENTRAL NEWS IN THE MONTH OF FEBRUARY**

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

Feb. 19, 1969 - Penn Central assigns ex-NH FL-9 diesel/electrics to New York-Brewster commuter service on ex-NYC.

Feb. 24, 1970 - Penn Central creates Metropolitan Region embracing former NYC and NH commuter lines out of Grand Central to New Haven, Waterbury, Danbury, New Canaan, North White Plains and Croton-Harmon operated for MTA; New York Region abolished; New Jersey Division moved from New York Region to Eastern Region; Hudson Division moved from New York Region to Metropolitan Region; New Haven Division moved from New Haven Region to Metropolitan Region.

Feb. 4, 1971 - Penn Central begins operating the "Baggage Car", MPB54 combine No. 400 (ex-PRR 4549) fitted up as a bar car, on the Paoli line; serves coffee in morning and cocktails in evening in lieu of bar carts; 15-foot bar in old baggage compartment is decorated with walnut paneling, old locomotive prints and timetables.

Feb. 15, 1972 - Penn Central Trustees make interim report on reorganization planning to Judge Fullam; assert that Penn Central can be reorganized; predicated on cutting crew size and eliminating 9,800 unnecessary jobs and paring system from 20,000 miles to an 11,000-mile core.

Feb. 21, 1973 - Penn Central Transportation Company reports 1972 net

loss of \$222.8 million.

Feb. 1974 - Penn Central suffers 1,179 derailments for month.

Feb. 24, 1975 - US DOT notifies Penn Central at 10:00 AM that it is approving emergency arrangements to enable Penn Central to meet its payroll on Feb. 25.

Feb. 1, 1976 - Penn Central has 8,478 route miles under slow orders.



JANUARY, 2013 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, January 21, 2013. In the absence of President Tom Shenk, the meeting was called to order at 7:40p.m. by First Vice-President Ron Irwin with 37 members and no guests present. First Vice-President Ron Irwin led those assembled in the Pledge of Allegiance.

MINUTES: First Vice-President Ron Irwin asked for a motion to approve the December Membership Meeting Minutes. Evan Russell approved the motion and Dennis Allen seconded the motion. The December Membership Minutes were approved as printed in the Lancaster Dispatcher.

MEMBERSHIP: First Vice-President Ron Irwin had no new membership figures to report this month and reminded those members who haven't sent in their dues yet to please do so. Ron will have updated membership and chapter donation numbers to report at next month's meeting.

CHAPLAIN: Chaplain Doris Geesey read "Here's To You America." No cards were sent out during the month. Dennis Allen reported that Archie Morgan's sister passed away.

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

TRIPS: Dennis Allen reported that seats are still available for the Chapter's Alaska Cruise. If anyone is interested, contact Dennis or Tom Shenk.

FREIGHT STATION: Cindy Kendig announced the date for the Christmas decoration cleanup from the Holiday Open House is Thursday, January 31 at 7 pm. Ron thanked all the volunteers for their time and efforts during the Christmas Open House - which made it a great success.

NEWSLETTER: On behalf of the Chapter, Ron thanked our Chapter Editor, Ed Mayover, for all his time and work on the full-color, special-edition year-end newsletter that was mailed out to all Chapter members last month.

NATIONAL: John Sweigart reported on National's last Board Meeting held at Williamsburg, Virginia. Fred Kurtz announced that he will be attending the Advisory Council's upcoming meeting in April.

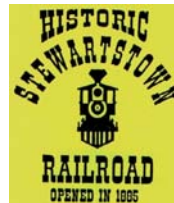
ANNOUNCEMENTS: An article from the York Sunday News dealing with the "Steam into History" project was passed around by Jerry Allison. Ron announced next month's Chapter Membership Meeting will be on Monday, February 18. Mark Eyer will present a program on the Norfolk Southern Buffalo Line from 1980 to present day. The March Chapter Membership Meeting will be held on Sunday, March 17 at 3 pm. Joel Atland will present a program on Ohio Railroads. Ron thanked the Kitchen Committee (the Shearer's and the Stoll's) for all their work throughout the year and also all the chapter members who help out in the kitchen. Glenn Kendig reported that Steve Himpl is continuing work on our Caboose. The caboose was open to view during the Christiana Freight Station Christmas Open House. Richard Rutledge suggested the Chapter make an evening trip to New Freedom sometime this year. Ron will bring this suggestion to the Trip Committee. Ed Mayover gave a brief update on Hurricane Sandy's storm damage to the Cape May Seashore Lines railroad after Dennis Allen inquired about the railroads condition.

ADJOURNMENT: The Chapter Meeting was adjourned at 7:55 pm for the program. Ron Irwin presented tonight's program "California Dreamin" - a slide show of last year's Chapter trip to California.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



STEWARTSTOWN RAILROAD ABANDONMENT DELAYED, NEGOTIATIONS CONTINUE

STEWARTSTOWN, Pa. - Jan. 15, 2013 - The Surface Transportation Board is holding in abeyance the abandonment of the 7.4-mile Stewartstown Railroad to allow for a period of negotiation between the railroad and the estate of George M. Hart, the railroad's main creditor. The estate had asked the STB to declare the railroad abandoned so it can foreclose on the railroad to collect a \$350,000 debt owed to it. The heritage railroad has been out of service since 2004, but a crew of volunteers is working to resume operations.

The STB has also offered to serve as a mediator between the estate and the railroad in an attempt to resolve the case and allow for its continued operation. Representatives of the estate and the Bucks County Historical Society have voluntarily entered negotiations. The railroad recently made an initial offer of a cash settlement to the Hart estate in exchange for a withdrawal of the abandonment application, and indicated its willingness to proceed under the mediation process offered by the STB.

Railroad officials said they are hopeful a negotiated settlement can be reached to allow the Stewartstown to restore the line to service. [TRAINS News Wire]



FRA PROVIDES \$2.4 MILLION GRANT FOR NEW RAIL BRIDGE IN PENNSYLVANIA

The Federal Railroad Administration (FRA) recently awarded a \$2.4 million Rail Line Relocation program grant to Lycoming County, Pa., to build a new rail bridge spanning Loyalsock Creek in Loyalsock Township and Montoursville Borough.

The existing Lycoming Valley Railroad (LVRR) bridge was severely damaged by flood waters caused by Tropical Storm Lee in September 2011. The bridge handles all traffic to and from LVRR's hub in Williamsport. Because of the damage, the railroad has used a circuitous route to serve 30 customers, according to the FRA.

The new bridge will accommodate heavier train loads and enable LVRR to handle additional business from the emerging Marcellus Shale natural gas industry, FRA officials said in a news brief.

The Federal Emergency Management Agency has provided a \$4.7 million grant and Federal Highway Administration has committed \$862,612 for the project. In addition, the Pennsylvania Department of Transportation is contributing \$3.5 million and SEDA-COG Joint Rail Authority (JRA) is providing \$1.3 million. Lycoming County is one of eight members of the JRA, an eight-county municipal authority that owns 200 miles of track in central Pennsylvania. [Progressive Railroading]

LATEST AND LONGEST CHINA HIGH SPEED RAIL LINE OPENS



On the morning of Dec. 26, 2012 China began high speed rail service connecting Beijing, the capital, with Guangzhou, in the nation's southeast, according to *The New York Times*.

Trains are scheduled to cover the

new route in eight hours at top speeds of 186 mph, compared with 21 hours for conventional passenger rail service. The route stretches 2,298 kilometers (1,425 miles), and is billed as the longest HSR run in the world to date. A U.S. equivalent would be a rail route connecting New York with Key West, Fla. The route has 35 stops, with service to major cities Wuhan and Changsha included.

The Times report notes China's ambitious HSR construction remains controversial, generating \$640 billion in debt. [Railway Age]

AMERICA'S NEWEST ROUNDHOUSE



AERIAL PHOTO - AGE OF STEAM

On Aug. 17, 2012, former regional railroad owner Jerry Joe Jacobson completed a private, 18-stall roundhouse he calls the "Age of Steam" in Sugar Creek, Ohio, to house his collection of a dozen locomotives. The complex includes a boiler wash track, offices, a backshop, machine shop, store house, water tank, and water column. The former Western Maryland 115-foot turntable from Hagerstown, Md. has been relocated to the site. However, the "Age of Steam" website warns: WE ARE NOT A MUSEUM. We are not prepared to give tours. We will politely refuse all such requests for reasons of safety, insurance and time constraints. Please do not contact us to ask about tours. [TRAINSmag.com] Obviously, this won't be a chapter trip!

THIS MONTH'S BANNER PHOTO

Penn Central post card promoting Metroliner service between Washington and New York, featuring Metroliner No. 810.



**OPERATION LIFESAVER REMINDS YOU...
TRAIN OPERATIONS NOTCH SOLID SAFETY GAINS**

In a report posted Dec. 31, the Federal Railroad Administration's Office of Safety Analysis described strong safety gains in freight train operations in the first 10 months of 2012.

Total accidents and incidents declined 9.6% to 6,404, and in the key areas of train operations the improvement was even more pronounced. Train accidents dropped 16.5% to 1,413 compared with the same period in 2011. The number of collisions dropped 15.4% to 121, while derailments were down 14.3% to 1,040. Yard accidents were off 13.4% to 806. There were 15 employee fatalities compared with 20 in the 2012 period.

However, rail-related fatalities, covering areas for which the railroads are not directly responsible, saw an increase of 3.2% to 607. Trespasser fatalities increased 9.2% to 380. Fatalities at highway-railroad grade crossings totaled 195, an improvement of 8.0% from 2012. [Railway Age]

MODELER'S CORNER

PRR HARRIS TOWER AVAILABLE AGAIN IN HO AND N SCALES

The N Scale Architect has re-released the very popular model of the Pennsylvania Railroad's HARRIS Tower, located at the west end of the Harrisburg Passenger Station.

This model is also a close representation of the former ATLANTIC Tower on the Pennsylvania-Reading Seashore Lines at Atlantic City, New Jersey.

Advertisement is from the December, 2012 issue of *Railroad Model Craftsman* magazine, received in mid-January.

RAILWAY HERITAGE MODELS
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“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

FEBRUARY

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

Mark Eyer will present a slide program on the ex-PRR Buffalo Line from Rockville to Buffalo, New York, covering the time-frame from 1980 to present under Conrail and Norfolk Southern ownership along with the portion now leased by the Western New York & Pennsylvania Railroad, operated with Alco power. These changes and the day to day operation of the line will be discussed. The 306 mile long Buffalo Line follows the Susquehanna River north from Harrisburg to the Allegheny Mountains and crosses Keating Summit on a 2.2% grade, featuring some fabulous mountain scenery in Pennsylvania's Northern Woods. Come out and see what the Buffalo Line is about in every season, along with its many shortline and interchange partners and their motive power as we head north to Buffalo, New York.

MARCH

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

Joel Altland returns with a program featuring railroads in Ohio.

APRIL

APRIL 15, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

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

CHAPLAIN CONTACT INFORMATION:

DORIS GEESEY EMAIL: 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!



75 YEARS AGO THIS MONTH

ON FEBRUARY 23, 1938, THE READING COMPANY'S FIVE-CAR BUDD STREAMLINER WAS CHRISTENED *THE CRUSADER* BY OPERA STAR LILY PONS AT A CEREMONY IN PHILADELPHIA'S READING TERMINAL.

REMEMBER SOMEONE SPECIAL ON VALENTINE'S DAY - FEBRUARY 14TH

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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, FEBRUARY 18, 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**



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