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SUSTAINABLE LOCOMOTIVE SHOPS



Juniata:  
Norfolk  
Southern's  
crown jewel

BRUCE KELLY

BY WILLIAM C. VANTUONO  
EDITOR

Most railroad historians know the Juniata Locomotive Shop, Altoona, Pa., as the storied place where generations of Pennsylvania Railroad mechanical employees worked their magic building and repairing and overhauling thousands of mostly PRR-designed steam locomotives, as well as electric motive power.

Juniata today, described by Norfolk Southern chief executive Wick Moorman as a facility where "ground-breaking work that gives us a competitive advantage is taking place," is North America's largest locomotive repair facility and "the only one of its kind among U.S. Class I railroads." Opened by the PRR in 1890, it

became part of Conrail in 1976 following the reorganization of the northeastern railroads. When NS and CSX split Conrail 58%/42% in 1999, NS got the former PRR Philadelphia-Pittsburgh Middle Division, which winds its way across Pennsylvania through the Allegheny mountains. Juniata sits at the eastern foothills of the Alleghenies, outside downtown Altoona, just before Horseshoe Curve.

Juniata "has turned out to be one of the crown jewels of the Conrail acquisition," says Moorman. The shop complex occupies 70 acres, 30 of which are enclosed; the largest structure is a 311,000-square-foot engine and machine shop. Employing nearly 1,000, it





accounts for about 15% of NS's mechanical department work force of 6,000. It's now NS's main shop for total locomotive overhauls and mid-life refreshes.

It's also where NS develops new locomotive technology and performs a great deal of contract work for such customers as RJ Corman Railpower, Union Pacific, and CSX. Through insourcing contracts secured by NS's Thoroughbred Mechanical Services (TMS), the shop assembles RJ Corman genset locomotives for CSX, UP, and NS. Juniata also overhauls locomotives for short lines, leasing companies, and regional passenger railroads.

In 2009, Juniata built the experimental NS 999, a first-of-its-kind 100% battery-powered switcher locomotive. An innovative locomotive rebuild program is under way to convert 1970s-vintage units into new yard and local-service power, and 1980-era units into like-new road units with state-of-the-art control systems and modernized cabs. "We have many projects," says General Superintendent Don Faulkner. "We're recycling locomotives in our Sd60E, SD40E, cab slug, and SD40-2 fleets, to name a few. (The E stands for enhanced.) It's recycling at its greatest, because we're adding 15 to 20 years of service to old locomotives that might otherwise be scrapped. As part of a rebuild, we recondition and reuse the original steel frames, wheel assemblies, traction motor frames, and engine blocks. In addition to the environmental benefits derived from reusing old steel, the program saves costs, because rebuilds cost us about half as much as purchasing a new d.c.-traction locomotive. The rebuilt units feature enhancements that put them on par with new locomotives, in terms of fuel efficiency and reduced emissions."

NS describes the SD60E as "perhaps the most ambitious of the rebuilds." The program takes 1980s-era SD60s and rebuilds/upgrades them for doublestack service. Two key improvements are electronic fuel injection and an innovative, patent-pending "split cooling" system developed at Juniata by Faulkner and Mechanical Supervisor Bill Thompson, an emissions specialist.

Up to 240 units are slated to be rebuilt during the next decade, at an estimated saving of \$275 million, compared to a new 4,000-hp locomotive. The SD60E uses

about 8% less fuel than the SD60.

Sustainability is truly one of Juniata's hallmarks. The shop complex is so immense that it requires its own power plant to produce a substantial portion of its electricity and steam for processes and heating. The power plant, which is coal-fired, is outfitted with environmentally friendly scrubbers. "We are also in the process of recycling water from the facility to be used in the scrubber," says Faulkner. "We have a new engine block washer being installed that should use less energy to heat and has a shorter cycle time."

This year, Juniata will begin operating its own indoor locomotive emissions-testing facility, "an industry first, which should lower our costs of complying with federal EPA emissions rules and provide a testing ground for developing more fuel-efficient, cleaner-burning locomotives." Currently, NS purchases emissions kits from EMD and GE, and installs them during locomotive overhauls.

With an in-house testing facility, NS can obtain an EPA certificate to develop its own emissions kits with reconditioned parts. Additionally, NS will be able to offer fuel injector and catalytic converter testing to outside companies. The two-story, climate-controlled emissions test facility will accommodate two locomotives at a time and can be used year-round. RV



- Over 900 employees
- Work shop is 27 acres under roof
- Built over 7700 locomotives



**Juniata Locomotive Shop**  
Altoona, PA  
(Built 1850)







## THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



### FINAL CALL - 2013 MEMBERSHIP RENEWALS ARE PAST DUE!

If you have not paid your 2013 dues, this will be your LAST ISSUE of the *Lancaster Dispatcher*. Members not renewed by March 31, 2013 will be dropped from N.R.H.S. records and must reapply as a new member.



#### AMTRAK AND CALIFORNIA PARTNER IN PURSUIT OF NEW HIGH-SPEED TRAIN SETS



WASHINGTON - Jan. 17, 2013 - Amtrak and the California High-Speed Rail Authority (CHSRA) are joining forces in the search for proven high-speed rail (HSR) train sets currently being manufactured and in commercial service that are capable of operating safely at speeds up to 220 mph on both Amtrak's Northeast Corridor (NEC) and on California's developing HSR corridor.

Amtrak, in conjunction with California, is today formally issuing a Request for Information (RFI) to start the process. The partnership advances each of their respective HSR programs, and could create efficiencies by ordering trains of similar specifications and develop a U.S. standard for HSR train equipment that can be manufactured and supplied domestically and produced for the rest of the world. A Request for Proposal could be issued by September 2013 with an order placed during 2014.

"High-speed rail is right for America and Amtrak working with California to advance both our programs makes a lot of sense," said Amtrak President and CEO Joe Boardman. "For Amtrak, new high-speed train sets on the NEC means more seats, more frequent high-speed service and an ability to take advantage of higher speeds as the infrastructure is improved."

"This is about investing in 21st Century state-of-the art high-speed rail," said California High-Speed Rail Authority CEO Jeff Morales. "We are pleased to join with Amtrak and look forward to continued collaboration in the future. This is a natural fit since Amtrak's Northeast Corridor and California will be the bookends for American high-speed rail."

"We applaud both Amtrak and the California High-Speed Rail Authority for answering our call to explore joint procurement of the next generation of high-speed rail equipment," said Federal Railroad Administrator Joseph C. Szabo. "Combining orders will make it easier and more attractive for high-speed rail manufacturers to build factories here in the USA, bringing new high quality jobs and creating ripple effects throughout our domestic supply chain. The end result means the riding public will have lighter, faster, more energy efficient passenger rail equipment."

Due to the consistently strong and record setting NEC ridership over the past 10 years, Amtrak needs new and additional HSR equipment. The Amtrak plan envisions an initial acquisition of up to 12 new HSR train sets to supplement current Acela Express service and add seating capacity in the near term. Then, Amtrak would look to replace the 20 current Acela train sets in the early 2020s. California plans a first order of 27 HSR train sets.

Specifically, Amtrak is seeking a HSR train set able to operate at the current NEC maximum speed of 150 mph and can subsequently operate at up to 220 mph as the tracks and other infrastructure is improved to support the higher speeds. In addition, the preferred train set has Electric Multiple Unit (EMU) power distribution among all cars, operates bi-directionally with a cab car on each end that allows for passenger occupancy and has a seating capacity of 400 to 600 passengers.

CHSRA is seeking a HSR train set able to operate up to 220 mph and has Electric Multiple Unit (EMU) power distribution among all cars, operates bi-directionally with a cab on each end that allows for passenger occupancy

that has a seating capacity of 450 to 500 passengers per 656 feet train set.

[Amtrak]



#### SAVE AMTRAK'S PENNSYLVANIAN

Amtrak's Pennsylvanian makes a daily round-trip in each direction between New York City and Pittsburgh via Philadelphia, Harrisburg, Altoona, Johnstown and intermediate points. It provides a lifeline to communities, especially west of Harrisburg, that have very limited intercity bus and air service. It carried over 203,000 passengers in fiscal 2011 (Oct. 1, 2010 to Sept. 30, 2011). *Editor's Note: Amtrak states that ridership was over 212,000 in Fiscal Year 2012.*

But this train could make its last run on September 30, 2013 unless elected state leaders take action. A 2008 federal law requires states to pay more for trains like this. The Jan. 23 *Wall Street Journal* quotes a Pennsylvania DOT official saying "it is a struggle for me to want to pay for" service west of Harrisburg. That makes it doubly important that elected officials hear that it is vital to keep this train running. Take action!

Tell Governor Corbett and your Representative and Senator in Harrisburg why the Pennsylvanian is important to you, and urge them to provide the state funding necessary to keep the train running in fiscal 2014 and beyond. Gov. Tom Corbett - (717) 757-2800; Pennsylvania Senate - (717) 787-5920; Pennsylvania House of Representatives - (717) 787-9118. Further information at [www.narprail.org](http://www.narprail.org). Click on *Save the Pennsylvanian* under *What's New* halfway down the left side of the page. [National Association of Railroad Passengers]



#### VERMONT GOVERNOR SEEKS MORE AMTRAK SERVICE

Vermont Gov. Peter Shumlin has advanced a fiscal year 2014 state budget with funding for restored passenger rail service between Rutland and Burlington, running north-south on the Green Mountain State's western flank. Shumlin last year vowed to have the new service in place by 2017, according to local media. Among the rail projects funded in the proposed 2014 budget are \$5 million to replace jointed rail with continuously welded rail, reconstruction of highway crossings, and replacement of switches on the line between Rutland and Burlington.

Another \$100,000 completes a \$653,930 engineering and scoping study, funded over three years, of bridges along the route.

Vermont Railway operates over this route, and officials of the short line also have expressed strong support for a return of passenger rail service, which Amtrak would operate. Amtrak presumably would serve the route by extending its existing Ethan Allen service, which runs to and from New York City and Rutland via Albany, N.Y.

Vermont also currently is served by Amtrak's Vermonter, which links Washington, D.C. with St. Albans, in northern Vermont; that train traverses the eastern and central portions of the state, though a stop at Essex Junction, Vt., currently serves the Burlington area. Burlington is the state's largest city.

[Edited from *Railway Age Rail Group News*]



#### STATEMENT FROM AMTRAK PRESIDENT AND CEO JOE BOARDMAN ON GOVERNOR MCDONNELL'S PLAN TO RETURN PASSENGER RAIL TO ROANOKE

WASHINGTON - Jan. 24, 2013 - Virginia Governor Bob McDonnell announced today a plan to return passenger rail service to Roanoke. The statement below is from Amtrak President and CEO Joe

Boardman:

"Amtrak applauds Governor McDonnell for continuing to offer a true vision and tangible support of intercity passenger rail as a relief to the growing problems of highway congestion. Passenger rail is a vital alternative in Virginia's overall transportation solution and will be a contributor to Virginia's future economic success.

"Today's announcement marks the beginning of the return of intercity passenger rail to Roanoke as Amtrak Virginia. It would be the fourth expansion of intercity passenger rail in the Commonwealth since 2009 following new or additional service to Lynchburg, Richmond and Norfolk. These services are made possible through a partnership between Virginia's Department of Rail and Public Transportation, Amtrak and the host railroads along the routes."

[Amtrak]



#### CORK INTERLOCKING STATION CLOSES

Effective 05:01AM, Tuesday, February 19, 2013, CORK Interlocking Station permanently closed and all Interlockings associated with Cork, Roy, Rheems, Litzitz, Cork, Conestoga, Holland, Leaman and Park, are now remotely controlled by Sections 'B' & 'C' Train Dispatchers @ CETC in Wilmington DE. [Amtrak Mid-Atlantic Bulletin Orders 5-16, 5-16a and Form D A1502]



#### CAPACITY PROJECT ANNOUNCED ON PREMIER RIVER LINE

JACKSONVILLE, Fla., Jan. 21, 2013 - CSX today announced a major track capacity expansion on its premier River Line between northern New Jersey and the Albany, N.Y., region. The \$26 million project, with plans for additional River Line capacity expansion in future years, will enable CSX to handle more trains and support the growth of crude oil moving by rail, intermodal shipments, automobiles and other businesses while maintaining strong service performance.

A total of 18 miles of second track will be constructed over the next two to three years that will create additional capacity on the Hudson River's west shore. Preliminary work to prepare the sites in New York State at Ravena - Cocksackie, Catskill and Haverstraw is already complete with construction to begin early this year.

In addition, CSX continues to invest in terminals, clearance projects and other initiatives to prepare for near- and long-term growth in the Northeast Region, including Philadelphia's Trenton Line where clearance projects are under way. These projects complement other network capacity improvements including ongoing construction of the National Gateway to clear a route from Mid-Atlantic ports to the Midwest for double-stacked containers.

"It's critically important that we be prepared to meet our customer's needs as they grow," said Clarence Gooden, executive vice president and chief commercial officer. "The River Line is a key lane for growth and will further contribute to economic development as well as environmental benefits through CSX's terrific fuel efficiency."

Capacity on the River Line was last expanded in 2005. Consistent growth in rail traffic on the line over the last several years, along with growth projections, now warrant additional investment to further increase the corridor's capacity. The River Line is part of CSX's premier I-90 corridor that connects Chicago with New York, northern New Jersey, and the Philadelphia areas, and supports some of the network's highest velocity and volumes - much like when it existed as the centerpiece of the predecessor New York Central System.

"We continually model our growth projections to ensure that we are fully leveraging our network capacity," said Oscar Munoz, executive vice president and chief operating officer. "Today, we have sufficient capacity for our near-term growth projections, and the capacity expansion initiatives will ensure we're prepared for additional demand for our services. Demand for crude oil, for example, in the New Jersey and Philadelphia area may be as much as five trains per day, or over 400,000 barrels, over the next couple of years. Our capacity initiatives give us the capability to handle this growth along with business opportunities in our merchandise, automotive and intermodal sectors." [CSX Corporation]

#### CSX CORPORATION ANNOUNCES \$2.3 BILLION IN PLANNED CAPITAL INVESTMENT FOR 2013

JACKSONVILLE, Fla. - Jan. 23, 2013 - CSX Corporation today announced that it plans to invest approximately \$2.3 billion in its business in 2013. The investments will support initiatives to help meet the nation's long-term demand for freight rail, improve customer service and further the company's plans for long-term profitable growth.

"The continued strong investment in CSX is a clear reflection of our desire to bring lasting transportation solutions to our customers, as well as to enable the inevitable movement of even more freight to rails," said Michael J. Ward, president, chairman and chief executive officer. Ward noted that overall growth excluding coal should be at a rate above the general economy in 2013.

Long-term increases in demand are expected to occur as the population and its consumption rise, as global trade creates the need to move more products between ports and people, as the highways become more congested, as the re-industrialization of the U.S. gains momentum, and as shippers become increasingly aware of the environmental benefits offered by rail. CSX addresses those challenges and opportunities by serving customers across a broad array of industries, including in some of the biggest and most active consumer markets in the world. The \$2.3 billion - which was outlined in the company's fourth quarter and full-year earnings presentation this morning - will fund critical network enhancements and fleet upgrades.

Many of the investments are related to long-term initiatives that give customers greater access to an increasingly interconnected global transportation network. This includes the company's National Gateway initiative creating double-stack intermodal train access between the Mid-Atlantic ports and the Midwest. The investments are also expected to include \$325 million associated with the implementation of the industry's Positive Train Control program.

CSX has invested \$7.8 billion in its network over the past four years. These investments are part of the company's balanced approach to capital deployment, which also includes dividends and share repurchases. [CSX Corporation]

#### CSX OPENS NEW ENGLAND'S FIRST DOUBLE-STACK CLEARED ROUTE

JACKSONVILLE, Fla. - Jan. 24, 2013 - CSX Corporation's railroad subsidiary, CSX Transportation, Inc. (CSXT), working in concert with the Commonwealth of Massachusetts, has opened New England's first double-stack cleared intermodal route on its rail line between the New York state line and the newly-expanded intermodal terminal in Worcester, Mass., benefitting businesses and consumers in central New England by reducing transit times on key lanes by as much as 24 hours.

The project involved increasing vertical clearances at 31 locations between Worcester and New York State to 21 feet, enabling intermodal trains to operate with containers stacked two-high. The project connects with the double-stack cleared rail network at the New York state line, giving the region the ability to link with double-stack intermodal service throughout the country. Previously, double-stack intermodal trains coming to New England from the Midwest or from Western origins had to stop in Syracuse, NY, to be converted from double-stack to single-stack configurations. The reverse occurred on Westbound routes from New England, adding time, cost and complexity to these freight flows. The result is faster, more efficient, more reliable, more economical and environmentally friendly freight rail service to and from the region.

The project was part of a larger agreement with the Commonwealth that enabled Massachusetts to acquire CSXT's rail lines in the Boston area to increase commuter rail service. In conjunction with that project, the intermodal terminal in Worcester was expanded, creating a world-class intermodal container transfer facility with excellent proximity to New England's highways, distribution centers and the consumption market, and solidifying CSX's strength in the region. [Edited from CSX Corporation]

#### CSX PLANS NEW INTERMODAL FACILITY IN QUEBEC

JACKSONVILLE, Fla. - Jan. 25, 2013 - CSX Corporation and its transportation and intermodal terminals subsidiaries today announced an expansion of the company's intermodal presence in the greater Montreal region and Quebec.



CSX's intermodal terminals subsidiary will build a new 36-hectare (89-acre) intermodal rail terminal in the City of Salaberry-de-Valleyfield in Quebec, connecting the region with CSX Transportation's (CSXT) 34,000 kilometer (21,000-mile) rail network in the United States.

The new \$100 million project will enable shippers in the region to capitalize on the economic and environmental benefits of intermodal rail, expand on the north-south trade opportunities offered by NAFTA, and connect to new markets. The project is expected to create about 600 jobs during construction and lead to the creation of more than 300 permanent jobs when completed. Construction is expected to start in the spring of 2013 and the terminal is expected to open in 2015. Trains serving the terminal will connect through the Northwest Ohio intermodal hub, offering quick and efficient access to markets across the United States.

Located in the Perron Industrial Park, the terminal will be close to the newly-completed Autoroute 30, providing easy access to the greater Montreal distribution and consumption market. As part of the project, the province of Quebec and Salaberry-de-Valleyfield will make improvements to the road network in the immediate vicinity of the terminal. The Quebec Ministry of Transportation will also support the project through a \$6 million grant for the reduction of greenhouse emissions.

The terminal is expected to handle up to 100,000 containers per year, using modern, rubber-tire gantry cranes to transfer containers between trains and trucks. In response to community planning needs, CSXT will also relocate a portion of its main line in residential areas of Salaberry-de-Valleyfield to a location south of Autoroute 530 alongside the new terminal in the industrial park. CSX is proud of its 125-year history in Quebec, dating to the St. Lawrence and Adirondack Railway Company. The project is subject to regulatory approval from the Canadian Transportation Agency. *[Edited from CSX Corporation]*

#### CSX TARGETS FALL CONSTRUCTION FOR BALTIMORE INTERMODAL FACILITY



CSX Transportation hopes to finalize plans for the proposed South Baltimore, Maryland intermodal facility by spring as the company continues to work with the state to pay for the project.

CSX hopes to present plans for the intermodal facility to Baltimore communities by April, said Sharon Daboin, resident vice president for state relations and community affairs for CSX. The company would then start the permitting process for the facility and start construction as early as fall 2013, Daboin said. CSX hopes to complete construction by 2015.

The Jacksonville, Fla.-based company announced in September that it had selected Mount Clare rail yard as the new intermodal site for Baltimore. The state and CSX needed a new location south of the Howard Street tunnel downtown to transfer double-stack cargo containers on trains leaving the Port of Baltimore. The state's current intermodal site is at Seagirt Marine Terminal north of the tunnel. The city, state and CSX are still working out the cost of the intermodal site, Daboin said. CSX initially priced the project at \$90 million, but that could increase after the completion of the planning process.

CSX's agreement with the state calls for a 50-50 split between the company and government funding for the project, Daboin said. The state would contribute \$15 million proposed in Gov. Martin O'Malley's 2014 fiscal year budget and another \$15 million in 2015, Daboin said.

Leif A. Dormsjo, acting deputy secretary at the Maryland Department of Transportation, said on Sept. 11 that the state was willing to pay for \$30 million of the project, while CSX would contribute \$60 to \$65 million.

The Maryland General Assembly approved a \$2.5 million planning grant for the Baltimore intermodal facility on Sept. 26. Mayor Stephanie Rawlings-Blake has said in the past that bringing an intermodal site to Baltimore was one of her

top priorities. CSX considered Baltimore for the site after Elkridge residents balked at bringing the project to Howard County. But the Baltimore community has welcomed the project, Daboin said. *[Jack Lambert - Edited from the Baltimore Business Journal]*



#### NORFOLK SOUTHERN'S NEW PENNSYLVANIA RAIL-TRUCK TERMINAL SPEEDS FREIGHT AND BENEFITS THE ENVIRONMENT

GREENCASTLE, PA. - Jan. 21, 2013 - Norfolk Southern today opened its third Crescent Corridor intermodal facility, a new \$97 million terminal in South Central Pennsylvania that advances the company's multi-state rail infrastructure initiative connecting the Southeast and the Northeast.



NORFOLK SOUTHERN'S GREENCASTLE, PA. INTERMODAL FACILITY

The Franklin County Regional Intermodal Facility, located on 200 acres south of Greencastle and less than a mile from I-81, will connect Central Pennsylvania, Western Maryland,

and Northern Virginia to domestic and world markets while creating some 126 jobs at the site. The facility, a public-private partnership involving \$52 million in NS funds and supported by a \$45 million investment by Pennsylvania, is part of railroad's Crescent Corridor series of projects, a 2,500-mile network of rail and terminals that helps moderate truck traffic on congested roadways and reduce carbon emissions. "The Crescent Corridor provides tremendous public benefits such as job creation, reduced long-haul truck traffic, and a cleaner, more efficient way to move freight," Norfolk Southern CEO Wick Moorman said.

The new terminal, with its 670 paved trailer/container parking spots, will be a major gateway for freight in the Mid-Atlantic. NS projects with this facility, combined with other NS terminals in the state, as many as 800,000 long-haul trucks in Pennsylvania will be diverted off roadways in the commonwealth and onto trains by 2020.

Pennsylvania has long backed NS' efforts to expand intermodal opportunities in the commonwealth. In addition to the \$45 million for the new Franklin County facility, Pennsylvania also has provided or pledged a total of \$30 million for expanded operations at NS' Harrisburg and Rutherford intermodal terminals. Additionally, the commonwealth successfully applied for a \$15 million USDOT TIGER grant to further support the Rutherford expansion project.

NS constructed the facility's administration building to meet Leadership in Energy and Environmental Design (LEED) certification standards. The railroad is incorporating low-emission cranes and hostler tractors as well as the latest gate and terminal automation in order to maintain air quality and support truck drivers.

The Franklin County Regional Intermodal Facility is the third Crescent Corridor intermodal terminal NS has opened since mid-2012, with facilities in Birmingham, Ala., and Memphis, Tenn., having started operations within the past six months. Construction of a fourth Crescent Corridor-related intermodal terminal, located in Charlotte, N.C. is underway. *[Edited from Norfolk Southern Corp.]*



#### 21st CENTURY STEAM EXCURSION TRIPS PLANNED FOR 2013

NORFOLK, VA. - The Tennessee Valley Railroad Museum (TVRM) and the Fort Wayne Railroad Historical Society (FWRHS), in partnership with Norfolk Southern Corporation, will host 21st Century Steam excursion trips in Tennessee, Virginia, North Carolina, Ohio, and Pennsylvania in the

Spring of 2013.

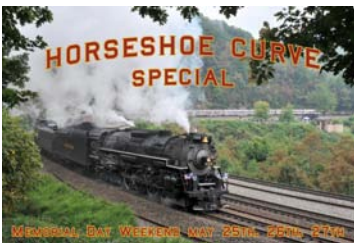
Schedules, prices, and ticketing information are available at [www.tvrmail.com](http://www.tvrmail.com) for TVRM-hosted trips and [www.fortwaynerailroad.org](http://www.fortwaynerailroad.org) for FWRHS-sponsored trips.

- ▶ March 9: Bristol, Va., to Radford, Va. Host: TVRM. Steam locomotive SOU 630.
- ▶ March 10: Bristol, Va., to Bulls Gap, Tenn. Host: TVRM. Steam locomotive SOU 630.
- ▶ March 16: Roanoke, Va., to Radford, Va. (morning), and Roanoke to Lynchburg, Va. (afternoon). Host: TVRM. Steam locomotive SOU 630. Combination public and NS employee appreciation trips.
- ▶ April 13: Spencer, N.C., to Barber, N.C. Host: TVRM. Steam locomotive SOU 630. Combination public and NS employee appreciation trip.
- ▶ April 20 and 21: Asheville, N.C., to Old Fort, N.C. Host: TVRM. Steam locomotive SOU 630. April 20 is combination public and NS employee appreciation trip.
- ▶ May 12: Rocky River, Ohio, to Bellevue, Ohio. Host: FWRHS. Steam locomotive NKP 765.
- ▶ May 25, 26 and 27: Lewistown, Pa., to Horseshoe Curve, Pa. Host: FWRHS. Steam locomotive NKP 765.



Tennessee Valley Railroad Museum was founded in 1961 in Chattanooga to create an interpretive operating museum of historic equipment and artifacts in an authentic setting. Today it operates an extensive schedule of historic and scenic trains in Southeast Tennessee and Northwest Georgia, supported by its East Chattanooga

shop facility. TVRM is the largest operating historical excursion railroad in the Southeast. In 2012, more than 100,000 people visited the museum or rode on TRVM-sponsored 21st Century Steam excursions.



The Fort Wayne Railroad Historical Society was formed in 1972 with the goal of saving Nickel Plate Road steam locomotive 765 from rusting away in a city park. The organization was successful in restoring the locomotive to operation. The engine first ran again on Sept. 1, 1979. Since then, NKP 765 has operated on over a

dozen different railroads from New York City to Rock Island, Illinois, hauling more than 250,000 passengers on excursion trains covering over 50,000 miles of operation. In 1986 FWRHS bought the locomotive from the City of Fort Wayne.

21st Century Steam is a partnership between Norfolk Southern and TVRM to operate steam-powered excursions throughout the territory Norfolk Southern serves. More information is available on the 21st Century Steam website at [www.21stcenturysteam.com](http://www.21stcenturysteam.com). [Norfolk Southern Corp.]

#### [NORFOLK SOUTHERN PLANS \\$2 BILLION INVESTMENT IN SUPPORT OF FREIGHT RAIL SERVICE, SAFETY, AND SUSTAINABILITY](#)

NORFOLK, VA - Norfolk Southern Corporation plans to spend \$2 billion in 2013 for capital improvements to its rail transportation network.

"Our capital plan will maintain the safety and quality of our existing franchise, improve service quality and performance, achieve operational efficiencies and productivity improvements, and support business growth," said Norfolk Southern CEO Wick Moorman. "We continue to invest in the infrastructure, equipment, and technology necessary to provide the best possible service to our customers."

The largest expenditure will be \$831 million for roadway improvements, including the maintenance and replacement of rail, crossties, ballast, and bridges to ensure the continued safe and reliable operation of the railroad.

Equipment spending includes \$420 million to acquire new locomotives and rebuild and upgrade existing units; re-body coal cars; buy multilevel freight cars to handle increased automotive traffic; and purchase intermodal containers and chassis.

NS has budgeted \$229 million, about 11 percent of the 2013 budget, for the continued implementation of positive train control.

Investments in facilities and terminals are anticipated to be \$203 million and include the continuation of a multi-year project to expand Bellevue rail yard in Northern Ohio; construction of a new intermodal terminal in Charlotte, N.C., as part of Norfolk Southern's Crescent Corridor initiative; completion of a new locomotive service facility in Conway, Pa.; and new and expanded bulk transfer facilities.

Norfolk Southern also expects to spend \$84 million in infrastructure improvements to increase main line capacity, accommodate traffic growth, and provide NS' match for innovative public-private partnership investments such as CREATE in Chicago and the Crescent Corridor, which will improve the nation's transportation infrastructure, reduce fuel consumption and air pollution, and relieve highway congestion by moving freight off highways onto rail.

Technology investments of \$57 million are planned for new and upgraded systems and computers to enhance safety and improve operating efficiency and equipment utilization. [Norfolk Southern Corp.]



#### [GRAND CENTRAL TERMINAL'S CENTENNIAL HONORED WITH COMMEMORATIVE STAMP](#)

The U.S. Postal Service has issued a stamp to commemorate New York City's Grand Central Terminal, which marks its 100th anniversary Feb. 1.

Available for purchase nationwide starting Feb. 1, the stamp illustrates the terminal's main concourse under the constellation ceiling.



The stamp art captures the grandeur of this architectural masterpiece with an illustration of the main concourse. Early morning sunlight streams through the 60-foot-tall windows, illuminating the people below. In the foreground, travelers gather near the round information booth topped with its famous four-sided clock. The concourse's sky ceiling stretches overhead, decorated with a mural of constellations and

figures of the Zodiac. The graphic illustration was created by artist Dan Cosgrove, working with art director Phil Jordan.

The Grand Central Terminal Express Mail stamp is being issued in self-adhesive sheets of 10 at the \$19.95 rate, or \$199.50 per sheet.

The first station master received the keys to Grand Central Terminal on Feb. 1, 1913, and the first train left the station after midnight on Feb. 2, 1913, according to MTA Metro-North Railroad, which manages the terminal and is marking its 30th anniversary in 2013. [Progressive Railroading and the United States Postal Service]



#### [NJ TRANSIT MAY STORE CARS IN LINDEN IF ANOTHER STORM HITS](#)

NEWARK, N.J. - NJ Transit may store up to 300 cars in Linden if another storm such as Hurricane Sandy were to hit New Jersey, *NJ.com* reports. Sandy flooded yards where equipment was stored at the Meadows Maintenance Complex in Kearny and near Hoboken Terminal, causing \$100 million in damage to equipment, including 261 cars and 62 locomotives. The idea was floated at a gathering of transportation professionals in Newark.

Kevin O'Connor, NJ Transit's vice president and general manager of rail operations, said the agency's engineering staff will meet with Conrail Shared Assets representatives at Linden Yard to see what is needed to get it operational again. The yard is between the Linden and Rahway stations on the Northeast Corridor, and was used primarily to transport parts to a GM plant, which closed in 2005.

The Linden yard would give NJ Transit another option beyond leaving trains



at the Meadows Maintenance Complex or leaving them on rail lines vulnerable to falling trees.

"We have nowhere on our system to bring vehicles out of the Meadows Maintenance Complex, which was flooded," O'Connor said during a presentation for the New York chapter of the Transportation Research Forum regarding Sandy preparations, impacts and recovery. "There's nowhere to bring them where they wouldn't be under trees or be under some other harm during a storm."

Linden Yard is not in a flood plain and is not susceptible to falling trees, he said. For a longer-term solution, NJ Transit is also looking to expand the capacity of a yard in New Brunswick, N.J. [TRAINS News Wire]



#### SEPTA TO CLOSE NORRISTOWN LINE'S RAIL BRIDGE OVER SCHUYLKILL

SEPTA plans to close the 3,175-foot-long bridge that carries Norristown High-Speed Line trains over the Schuylkill, the first in what could be a cascade of cutbacks caused by a lack of money, the agency said.

The 101-year-old Bridgeport Viaduct will be closed next summer, when warmer temperatures cause tracks to expand and pull free of steel spikes in rotted wooden ties, SEPTA chief engineer Jeff Knueppel said.

The bridge carries about 2,400 passengers a day to and from the Norristown Transportation Center. Buses will be used to carry passengers over an adjacent highway bridge while the rail bridge is closed, SEPTA officials said.

Emergency repairs last November, including gluing spikes in place, will allow the bridge to be kept open until summer, Knueppel said. Train speeds on the bridge have been reduced to 15 m.p.h. from 25. It would cost about \$7 million to replace the 1,708 wooden ties and an additional \$23 million to repair and repaint the bridge, he said. That would mean closing the bridge for at least four months. But SEPTA officials said the bridge may remain closed indefinitely, because they don't have the money to fix it. And the closing could be followed by the shutdown of other bridges and facilities, as SEPTA's backlog of unfunded construction projects continues to grow.



"This is just the start," SEPTA Board Chairman Pasquale T. "Pat" Deon said. "There can be a ripple effect out through the rest of the system."

SEPTA relies on state funds for most of its capital budget, the money that goes for vehicles and big construction projects.

Although ridership is at a 23-year high, SEPTA's capital budget is at a 15-year low, at \$303 million.

As Gov. Corbett and state lawmakers prepare to tackle transportation funding as part of next year's state budget, SEPTA officials worry that rural lawmakers will push for more funding for highways but not for transit systems.

The Bridgeport Viaduct is the poster child for SEPTA's financial woes. Last year, U.S. Transportation Secretary Ray LaHood stood in the shadow of the bridge to make a last-minute pitch for an unsuccessful Obama administration effort to get Congress to provide \$50 billion for transportation projects. The bridge was built by the Philadelphia & Western Railway in 1911. [Paul Nussbaum, Philadelphia Inquirer Staff Writer]



#### PRR, PRSL & LIRR EVENTS IN MARCH

**Mar. 1890** - Railway Register reports that the PRR has rejected the term

"caboose" in favor of "cabin car."

**Mar. 24, 1900** - PRR awards first contract for building bulkhead, dredging and filling for Greenville Yard on south side of Jersey City.

**Mar. 9, 1910** - PRR Board confirms resolution of Mar. 18, 1903, regarding enlarging Broad Street Station and building a freight station between 20th and 21st Street.

**Mar. 18, 1915** - First test runs of MP54 electric MU cars between Overbrook and Bryn Mawr.

**Mar. 1, 1920** - General reorganization; PRR replaces separate Lines East and Lines West managements with four regions (Eastern, Central, Northwestern, Southwestern) reporting to a single headquarters in Philadelphia.



**Mar. 4, 1925** - Record run between Washington and New York, 3 hours:40 minutes, by International News Reel Company extra consisting of baggage car and Pullman carrying films of President Coolidge's inauguration; film is developed en route and shown in Broadway theaters at 4:12 pm; Pathé and Fox send their films

by plane, but they have to be developed after arrival.

**Mar. 29, 1930** - 21-story office building over Suburban Station opens; originally called "Broad Street Station Building"; PRR occupies five floors; headquarters of Eastern Region remains in old Broad Street Station.

**Mar. 24, 1935** - First stage (three westernmost tracks) of new Pennsylvania Station in Newark, N.J., opens for revenue service at 10:17 AM; "DOCK" Tower placed in service at east end of station.

**Mar. 5, 1940** - PRR officials meet with Budd Company representatives in Broad Street Station to discuss Budd proposals for double-deck cars.

**Mar. 26, 1945** - Class S2 6-8-6 steam turbine locomotive placed in revenue service between Chicago and Crestline; normally running east on *The Trail Blazer* and west on *The Admiral*.

**Mar. 8, 1950** - PRR Board authorizes retirement of steam locomotive facilities at Frankford Jct. in Philadelphia.

**Mar. 30, 1955** - First LIRR RDC begins operating four round trips between Babylon and Southampton in experimental East Ender service; first three round trips carry total of only 37 people; BRT local threatens strike over operation without brakeman.

**Mar. 19, 1960** - New lift span of Delair Bridge floated into place and installed; completion of lift towers takes an additional six months.

**Mar. 29, 1965** - PRR transports 150 documents of 12 presidents, including Washington's Farewell Address and the Emancipation Proclamation, from the Library of Congress to the U.S. Pavilion at the New York World's Fair.

**Mar. 1, 1967** - PRR signs agreement with PRSL for reciprocal use of diesels.

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



## TIMETABLE 03-13

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

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Through Friday, March 15, 2013

*Grand by Design: A Centennial Celebration of Grand Central Terminal* in Vanderbilt Hall, Grand Central Terminal. A dramatic, multi-media installation on Grand Central's century long lifespan will be the centerpiece of the Centennial celebration revealing how the iconic building, on the verge of changing the

way New Yorkers travel over the next decade, shaped modern New York and determines its future. Presented by the New York Transit Museum. Info: [www.grandcentralterminal.com/events](http://www.grandcentralterminal.com/events)

Through Friday, April 19, 2013

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

Sunday, March 3, 2013

**61st Annual Train Show** at the Lackawanna Station Hotel in Scranton – 9 A.M. to 2 P.M. – adults \$5/kids under 12 yrs free – sponsored by the Scranton Hobby Center. Info: call 570-342-1963.

Wednesday, March 6 through Sunday, July 7, 2013

**On Time / Grand Central at 100 - MTA Arts for Transit and Urban Design** will present an exhibition featuring the work of more than a dozen contemporary artists who capture and re-imagine moments in Grand Central Terminal - the site of the beginning and end of countless journeys for millions of travelers over the past century - and connect them with the present. This is an exhibition about Time and about the people who move and live through it, who are connected to the past and future through their experience in this iconic, romantic place. Info: [www.grandcentralterminal.com/events](http://www.grandcentralterminal.com/events)

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. Website above.

Saturday, March 9, 2013

**Keystone Division TCA Train Meet** at St. Philip's Parish Hall, Rts. 741 & 999, Millersville, PA. Info: Ron Morris, Registrar, 610-670-6829, [RonTrain@ptd.net](mailto:RonTrain@ptd.net)

Saturday, March 9, 2013

**WB&A Division TCA Train Meet** at the Annapolis Army Train Meet, Annapolis, MD. Info: Art Tate, President, 410-974-0373, [acttoo@aol.com](mailto:acttoo@aol.com)

Sunday, March 10, 2013

**Daylight Saving Time begins.** Turn your clocks AHEAD one hour.

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).

Sunday, March 10, 2013

**Toy Train Swap Meet** at the Blair County Convention Center, One Convention Center Drive, Altoona, Pa. Sponsored by the Alto Model Train Museum Assn., 9 am to 2 pm. Admission \$5.00. Info: Ron Kennedy at 814-696-9671.

Saturday, March 16, 2013

**27<sup>th</sup> Annual Harrisburg Railroad Show & Collectors Market** at the I.W. Abel Union Hall, 200 Gibson St., Steelton, Pa. 9:00 am to 3:00 pm. \$5 donation at door. Sponsored by the Harrisburg Chapter, N.R.H.S. Tour Harris Tower while in Harrisburg. Info: Mark Irvin at 717-732-3867.

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).

Sunday, March 17, 2013

**Gilbertsville Toy Train Show** at the Fire Hall, 1454 East Philadelphia Ave., Gilbertsville, Pa. 19525. Info: Mark Lehmann, (215) 657-2477 or [markvleh@cavtel.net](mailto:markvleh@cavtel.net). 8:30 am -1:30 pm, \$3.00 admission. 1 mile east of Rt. 100 on Rt. 73 in Gilbertsville, Pa.

Saturday, March 23, 2013

**Third Annual Project 113 Slide Show** at Christy Joy's Catering Service, 141 Bulls Head Road, Pottsville, PA. Doors open at 8:00 AM for coffee and

doughnuts, presenters begin at 9:00 AM. There will be door prizes, raffles, and a limited number of vendors selling memorabilia. Lunch will be provided by Christy Joy Catering Service and served buffet style: Baked ham, city chicken, kielbasa, mashed potatoes, stuffing, green beans and mixed homemade desserts. Cost is \$30.00 per person. Checks can be made payable to Project 113 and sent to Project 113, 113 East Sunbury Street, Minersville, PA 17954. Info: 570-544-8300 or email: [rproject113@hotmail.com](mailto:rproject113@hotmail.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).

Saturday, March 23, 30 and Sunday, March 24, 2013

**Easter Bunny Express** on the West Chester Railroad. Info: [www.westchesterr.com](http://www.westchesterr.com).

Sunday, March 31, 2013

**Happy Easter.**

Thursday - Sunday, April 4-7, 2013

**NRHS Spring Conference, Advisory Council and Board of Directors' Meetings** in Cincinnati, Ohio sponsored by the Cincinnati and C.P. Huntington Chapters.

Sunday, April 7, 2013

**Leesport Farmers Market Train Meet** by the Reading Company Technical & Historical Society, 9:00 am to 2:00 pm. Admission \$4.00.

Wednesday, April 10, 2013

**Keeping Time/ Poets and Musicians Honor Grand Central** in Vanderbilt Hall, Grand Central Terminal, 7 PM. Billy Collins, Aracelis Girmay, and Jeffrey Yang, among others poets featured in the newly re-launched Poetry in Motion program join performers from Music Under New York for an evening performance honoring Grand Central Terminal in its centennial year. During its 100 year history, Grand Central's vaulted main concourse has served as a glorious stage for the pageant of daily lives, with the clock at its center, bearing witness to countless moments and stories over time. Join us as we celebrate this magnificent building - its architecture, crowds, iconography, and poetics - by keeping time with its grand narrative. Presented by MTA Arts for Transit and the Poetry Society of America. Info: [www.grandcentralterminal.com/events](http://www.grandcentralterminal.com/events)

Thursday, April 11, 2013

**Grand Central Talks - Vanderbilt Hall, Grand Central Terminal.** Authors, experts and historians discuss the development and construction of Grand Central Terminal and consider the changes it made on New York City and the transportation industry. Organized by Metro-North Railroad and the New York Transit Museum with assistance from the New York Public Library. 12:00pm, 3:30pm and 6:00pm. See Info above.

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](http://www.easterntca.org).

Saturday, April 20, 2013

**Annual Banquet of the Harrisburg Chapter, N.R.H.S.** at The Clubs at Colonial Ridge, Blue Ridge Course, 3904 Linglestown Road, Harrisburg, Pa. Social Hour starts at 5:30 pm, dinner at 6:00 pm. Cost \$25 per person. Buffet or Vegetarian dinner. Orders to Harrisburg Chapter Annual Banquet, 637 Walnut St., Harrisburg, Pa. 17101-1924.

Saturday and Sunday, May 11-12, 2013

**Grand Centennial Parade of Trains Weekend** at Grand Central Terminal, New York City anchored by a rare public display of historic train cars in the Terminal. One of the historic train cars returning to Grand Central Terminal will be "The Most Famous Train in the World", The 20th Century Limited. Other historical trains include Pullman, NY Central and business cars of yesteryear. This free, family friendly weekend will be filled with many fun activities, performances, and a "railroadiana" artifacts and trade show, sure to appeal to transportation enthusiasts of all types. Info: [www.GrandCentralTerminal.com](http://www.GrandCentralTerminal.com)

Saturday, May 11, 2013

**Sixth Annual National Train Day.** Info: [www.amtrak.com](http://www.amtrak.com).



Sunday, May 12, 2013

Mother's Day Express on the West Chester Railroad. Info: [www.westchesterr.com](http://www.westchesterr.com).

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](http://www.prrths.com) or [www.philaprrths.com](http://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.

Saturday - Monday, May 25-27, 2013

21<sup>st</sup> Century Steam Excursion from Lewistown, Pa., to Horseshoe Curve, Pa. Steam locomotive NKP 765. Info: [www.fortwaynerailroad.org](http://www.fortwaynerailroad.org)

Sunday, June 2, 2013

Spring 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.

Sunday - Sunday, June 23-30, 2013

Train Collectors Association Convention - hosted by Ozark Division of TCA at the Millennium Hotel in Saint Louis, MO. Info: <http://www.tca59.org/hotel.html>



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

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

Dr. Seuss Birthday / Read Across America Day - "Grab Your Hat & Read With The Cat"

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

THE ROAD TO PARADISE

STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

Friday - Sunday, March 29-31, 2013

Easter Bunny Train

PENN CENTRAL NEWS IN THE MONTH OF MARCH

Mar. 1, 1968 - Penn Central Post replaces The Pennsy as employee newsletter.

Mar. 15, 1969 - REA Express car lines discontinued on Penn Central passenger trains.

Mar 25, 1970 - Penn Central Board approves \$33.13 million as its share of Northeast Corridor upgrade.

Mar. 18, 1971 - U.S. Attorney announces that over 270 Penn Central box cars have been found repainted on the property of the La Salle & Bureau County

Railroad, an Illinois short line; cars were stolen by manipulating Penn Central records.

Mar. 20, 1972 - Penn Central announces that Beech Grove will repair 25 passenger cars per month for Amtrak; all freight car repairs will be transferred to Altoona/Hollidaysburg on May 5.

Mar. 2, 1973 - Pennsylvania Gov. Milton Shapp, appearing before Congress, calls for division of Penn Central into two or three railroads to increase competition.

Mar. 18, 1974 - Judge Fullam orders Penn Central to prepare to end Philadelphia commuter service on Apr. 1, 1974 unless SEPTA makes settlement by Mar. 27.

Mar. 3, 1975 - Penn Central and Delaware & Hudson inaugurate new through TrailVan service between North Bergen and Lacolle, Que., near Montreal.

Mar. 31, 1976 - Final day of Penn Central operations prior to inclusion into newly created Consolidated Rail Corporation.



**FEBRUARY, 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, February 18, 2013. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 46 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the January Membership Meeting Minutes. Fred Kurtz approved the motion and David Stambaugh seconded the motion. The January Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

**MEMBERSHIP:** In the absence of First Vice-President Ron Irwin, Tom Shenk announced and welcomed new Chapter Member Tom Page. Also in attendance were Mark and Connie Eyer. Mark is our Four-Year Director for National and is presenting the Program at tonight's meeting. Joel Altland will present the March Membership Meeting program on Railroads of Ohio. Dennis Allen reported the reason for Ron's absence is because his son and his wife are expecting their baby any time. It will be Ron and Deb's third grandson and a great grandson for John and Joanne Irwin (Ron's parents).

**CHAPLAIN:** Chaplain Doris Geesey had a quiz for the membership. What day is today? President's Day. Doris read words from Abraham Lincoln's second Inaugural speech in 1865. Doris also had read her own personal thoughts on the day. President's Day celebrated George Washington's and Abraham Lincoln's birthdays. On behalf of the chapter Doris sent cards to Archie Morgan (his sister passed away), Richard Rutledge fell and broke his ankle. Rosalee and Fred Kurtz will celebrate their 56th wedding anniversary on February 20. Also, Doris and Marilyn Geesey will celebrate their 56th wedding anniversary on February 23. Doris gave an update on Bill Richard, he is doing better. Lawrence Snyder was recently hospitalized for some tests.

**TREASURER:** Tom Shenk gave an abbreviated Treasurer's Report with supporting documentation for the month of January due to Richard Rutledge's broken ankle. The report will be filed for future audit.

**TRIPS:** 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. Those members who are going on the Alaska trip got copies of the shore excursions available. If anyone needs help booking their shore excursions contact Tom. Dennis announced there will be a trip meeting later to go over the details of the trip.

**ANNOUNCEMENTS:** Ed Mayover (Chapter Editor) announced that the March edition of the *Lancaster Dispatcher* is complete (minus this meeting's minutes) and he is replacing the "Riding the Reading" column with the "Penn Central Post." Ed also announced that Nickel Plate steam

locomotive No. 765 will run from Lewistown to Altoona (Horseshoe Curve) on May 25, 26, and 27. Costs vary from \$149.00 for coach to \$389.00 for first class seats. Tom thanked everyone that helped with the holiday cleanup on January 31 at the Christiana Freight Station. Mark Eyer reported on issues with dues from National. Rail camp was cancelled due to insurance issues. Rail camp may continue next year if the issues can be resolved. Fred Kurtz will be attending the Advisory Council meeting in April. Linda Himpsl announced the library has received a book donation: "Railroads of North Carolina". Also, two DVD's will be available to take out of the Library, "Steamin' through the Seasons" from the 2011 Tacoma, Washington Convention and "By Coal, Volt and Oil" - Iowa Train Excursions from the 2012 NRHS Iowa, Convention. Linda attended the Lancaster County Historical Society Open House on February 1 and they had John Denney railroad photos. There are more photos in the collection from Ken Murry, Donald F. Millhouse, James A. Tschudy, Benjamin F.G. Kline Jr., John Bowan Jr., Ralph Snyder, and John Denney Sr. The photos are on the website: [www.LancasterHistory.org](http://www.LancasterHistory.org). Steve also reported on the caboose. Steve will start putting aluminum on the walls when the weather gets a little warmer. Steve also is in the process of renewing the Chapter radio license for \$360.00 for ten years which will expire in May. Steve is in contact with a company who has some radio's that are four years old and would come with their own charging stations and new batteries for \$200.00 each. Brand new radios would cost \$850.00 each. The Chapter could make a profit by renting out the radios. Steve announced that he sold 42 Strasburg Rail Road tickets to Alcoa. They did not keep any money so \$7.00 for each ticket is profit. Steve also reported that a car loaded with sugar derailed at Lititz Park when the rails split. The Kitchen Committee has the month of March filled. If anyone is interested in helping other months in the kitchen contact Tom. Tom announced the Strasburg Rail Road and West Chester Railroad as possible locations of "Away" Chapter meetings. Glenn announced The Lancaster County Historical Society will have a tour on June 1. They would be willing to host our Chapter for an "Away" meeting. Dennis Allen announced that NBC News reported that Channel Island had a feeding frenzy of dolphins and other animals. The news said this rarely happens. The travelers on the last Chapter trip to California went to the Channel Island and witnessed such a feeding frenzy that the news reported. Tom announced that on Sunday, March 3 the Travel Channel will air a show called "Tricked Out Trains." Tom also announced that the first two weeks in March at the Millcreek Wildlife Refuge the snow geese will be arriving. Estimates of as many as 250,000 snow geese will be landing there. If chapter members get the chance to go, it is something to see. The next Chapter Membership Meeting will be Sunday, March 17.

**ADJOURNMENT:** The Chapter Meeting was adjourned at 8:00 p.m. for tonight's program presented by Mark Eyer on the PRR Buffalo Line from Rockville to Buffalo, New York. Next month's program will be presented by Joel Atland on Ohio's Railroads.

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



### LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

#### RAIL CAR MANUFACTURING MAY BE RESTARTING AT ACF IN MILTON



MILTON - Jan 24, 2013 - Railroad tank-car maker ACF Industries, which closed in February 2009 and furloughed 320 workers, could soon be making railcars for Missouri-based American Railcar Industries, according to a Securities

and Exchange Commission filing. American Railcar Industries filed an "entry in material definitive agreement" Jan. 17 with the SEC. The filing stated American Railcar and ACF had reached an agreement in which American Railcar "will provide purchasing support and engineering services to ACF in connection with ACF's manufacture and sale of certain tank railcars at its facility in Milton."

The deal ends in December 2014 and gives American Railcar 30 percent of profits earned on each railcar made by ACF, according to the filing.

Both companies are controlled by well-known investor Carl Icahn, owner of Icahn Industries. Interest in the Milton plant has been steady since September, when an Ohio-based investor said he was negotiating to purchase ACF from Icahn Industries.

Dan Slane, CEO of Johnstown Management, said he would have the company focus on manufacturing industrial propane tanks for the natural gas industry.

About 20 maintenance workers have begun preparing the plant for operations, said Bob English, a spokesman for United Steelworkers, who negotiated a contract in October for the plant's workers. English said he wasn't privy to the business dealings of ACF.

"What we know is that there's going to be some work available at the Milton facility," he said. "The details of where the work's coming from, we don't know."

ACF Industries shut down operations at its Milton manufacturing plant 46 months ago, citing a lack of work. The plant, which covers several blocks along Route 405, previously made railroad tank cars, most recently to transport ethanol and biodiesel. [Ashley Wislock, *The Sunbury Daily Item*]



#### LAHOOD WON'T SERVE A SECOND TERM AS TRANSPORTATION SECRETARY

U.S. Transportation Secretary Ray LaHood announced on his "Fast Lane" blog January 29 that he will not serve a second term as U.S. transportation secretary. LaHood said he would remain in office until President Barack Obama can find a successor.

LaHood became the nation's 16th transportation secretary on Jan. 23, 2009. Prior to joining the USDOT, he served 14 years in the U.S House as a Republican representative from

Illinois. During that time, LaHood was a member of the House Transportation and Infrastructure Committee. To read Secretary LaHood's entire blog, click <http://fastlane.dot.gov/> [Progressive Railroadng]

### THIS MONTH'S BANNER PHOTO

Something to warm you during the cold winter months. A postcard proclaiming "FLORIDA EAST COAST RAILWAY STREAMLINER ENROUTE THROUGH THE LAND OF PALMS."

### OPERATION LIFESAVER REMINDS YOU...



**OPERATION  
LIFESAVER**

WATCH YOUR STEP - Be careful getting on and off the train - there may be a gap between the train and platform or steps.

### MODELERS CORNER

#### PRR WHISTLE POST

The familiar and unique Pennsylvania Railroad keystone whistle post is now available in O, HO and N scales at \$1 each or \$3.50 per five-pack, shipping included, at Howard's Hobby, 203-732-5346, [www.howardshobby.com](http://www.howardshobby.com). Many additional highway, railroad and crossing signs are also available in O, HO and N scales.





**"INSIDE THE BACK PAGE"****UPCOMING LANCASTER CHAPTER ACTIVITIES****MARCH****MARCH 17, 2013 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - SUNDAY MEMBERSHIP MEETING**

Chapter member 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.

**MAY****MAY 18-25, 2013 - LANCASTER CHAPTER, N.R.H.S. "NORTH TO ALASKA" TRIP****MAY 20, 2013 - MONDAY, 7:30 PM - THE MANHEIM HISTORICAL SOCIETY WILL HOST OUR MEETING AT THE MANHEIM TRAIN STATION, 210 S. CHARLOTTE STREET, MANHEIM, PA. 17545****DOORS OPEN AT 6:30 PM WITH MEETING AT 7:30 PM**

The society finished a restoration project on their 1917 PRR N-5 Cabin Car, which will open for our meeting. Tony Greiner was in charge of the restoration and will have a presentation on the project. Weather permitting; the society will also have their Birney Trolley No. 236 running.

**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.**

**THE LANCASTER CHAPTER, N.R.H.S. BOARD OF DIRECTORS WISHES ALL CHAPTER MEMBERS, FRIENDS AND E-MAIL READERS A VERY HAPPY AND SAFE EASTER AND PASSOVER HOLIDAY.**

**PENNSYLVANIA RAILROAD****Bulletin****LENTENTIDE AT ATLANTIC CITY.**

The metaphorical "sackcloth and ashes" of Lent lose much of their penitential severity when donned amidst the cheerful surroundings of Atlantic City.

There is no better place in which to rest during the period of enforced social inactivity than this delightful City by the Sea.

Its magnificent hotels are models of comfort and ease; its seven-mile-long steel Board-walk presents a constantly moving panorama of life.

The comfortable rolling chairs and the sun parlors are attractive to the ladies, while the menfolk delight in the many out-of-door diversions and the perfectly kept golf course at the Country Club.

Theatres presenting the latest attractions of the mimic-world; concerts by well-known bands on the fine piers extending far out into the Atlantic, and a thousand and one amusement features serve to round out the social pleasure of day and evening.

The Pennsylvania Railroad is the Standard Route to Atlantic City from all sections. Two fast through express trains leave New York every week day, with parlor car and standard coach accommodations at 9.55 A. M. and 2.55 P. M., making the run to Atlantic City in three hours. Extra service is provided during the Lenten season and at Easter.

**NOTICE THE WORDING IN THIS PENNSYLVANIA RAILROAD ADVERTISEMENT FOR ATLANTIC CITY FROM 1908. COLLECTION OF THE EDITOR**

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**MEMBERSHIP MEETING NOTICE**

THE SPRING **SUNDAY** MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA. ON SUNDAY AFTERNOON, MARCH 17, 2013 STARTING AT 3:00 P.M.

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



CHAPTER WEBSITE: [WWW.NRHS1.ORG](http://WWW.NRHS1.ORG)

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**PLEASE DELIVER PROMPTLY !!!  
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