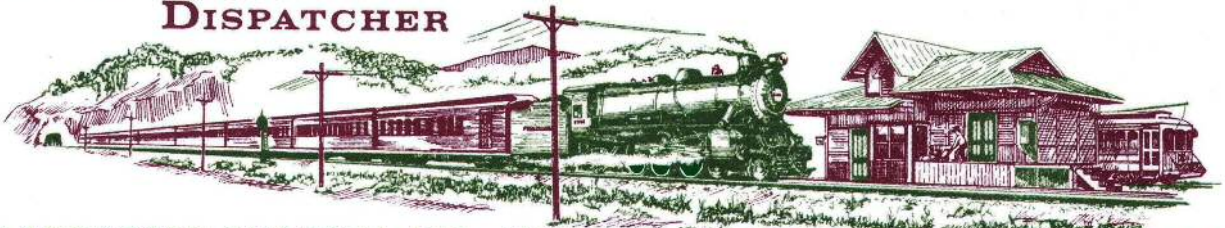


LANCASTER DISPATCHER

1935 - 2014



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 45 NUMBER 2


DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

FEBRUARY 2014

PENN CENTRAL
POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY MARCH 1, 1968

A NEW EMBLEM
FOR A NEW RAILROAD



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Like the mile post you see along the tracks, this publication will keep you informed of the Penn Central's progress on the road to a new era in transportation.

Like a whistle post, which tells the engineman there's a grade crossing ahead, we'll alert you to upcoming developments on our railroad and in the railroad industry.

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*It's our pleasure
to have you
aboard*



SIEMENS, CUMMINS TEAM FOR TIER 4 PASSENGER LOCOMOTIVES

WRITTEN BY DOUGLAS JOHN BOWEN, RAILWAY AGE



Siemens Rail Systems and Cummins jointly announced a partnership on Dec. 3, 2013 that they said "will bring one of the most modern and efficient passenger rail, diesel-electric locomotives in the world to the U.S. marketplace."

The companies said Cummins QSK95 diesel engines will be used in Siemens' diesel-electric locomotives in the U.S., "resulting in one of the most energy-efficient, lightweight, smart, diesel-electric locomotives available today in North America."

QSK95The locomotives will be designed and built to provide a smoother, more reliable, and more energy-efficient riding experience for future U.S. rail travelers. State-of-the-art locomotive technology will also include a new engine after-

treatment system that will deliver a cleaner ride with better air quality and reduced emission rates, the companies said, with passenger and crew safety also a key factor.

"Today's announcement acknowledges a new type of diesel-electric offering, one that is built with the passenger in mind," explained Michael Cahill, president of Siemens Rail Systems in the U.S. "Our goal is to provide high ride quality with smooth, safe and efficient performance – for both the locomotive engineers and the passengers – with cost savings for the operators and maintainers."



"Our engines are the perfect answer for today's diesel electric needs: they're more efficient, lighter and cleaner than engines of this output in the past," said Vice President and General Manager-Cummins High-Horsepower Engine Business Ed Pence. "We believe that our high-speed QSK95 engines will not just bring cleaner operation, but will achieve higher performance and lower operating costs than any system utilizing traditional medium speed powered locomotives."

The lighter weight of the new diesel-electric locomotives ensures the ability to safely operate the locomotives at speeds of up to 125 mph more efficiently, requiring less maintenance, the companies said.

The locomotives will be built and assembled at Siemens' solar-powered transportation manufacturing facility in Sacramento, Calif. Cummins diesel QSK95 engines will be made in Seymour, Ind.

The 95-liter prime mover is the most powerful high-speed 16-cylinder diesel to be installed in a locomotive generating more than 4,000 hp (2,983 kW), the companies said.

The first QSK95-powered freight locomotive, with Siemens AC traction equipment and traction control, will begin commercial service operation in a field test with the Indiana Rail Road Co. (INRD) in mid-2014 as the first heavy-hauler repower QSK95 installation and is ready to meet U.S. Environmental Protection Agency (EPA) Tier 4 ultra-low emissions regulations.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK'S FIRST CHICAGO TERMINAL GENSET ENTERS SERVICE



AMTRAK 592 AND 593, MP14B GENSETS REST AT THE 16TH STREET DIESEL SHOPS IN CHICAGO. CHRIS GUSS PHOTO.

CHICAGO – Amtrak has placed in service the first of two genset locomotives assigned to the Chicago terminal. The MP14B gensets were constructed by MotivePower in Boise, Idaho, and delivered to Amtrak in Chicago in early September 2013.

MotivePower and Amtrak worked to correct a few software issues with the first locomotive, No. 592, before placing it in service. The other locomotive, No. 593, waits its turn to enter service.

Amtrak spokesman Marc Magliari confirms that Amtrak has accepted delivery of the first genset from MotivePower and looks forward to accepting the second one.

Amtrak was awarded a grant from the Illinois Department of Transportation in 2011 for the two locomotives for use in the Chicago area. It's anticipated that the new locomotives will free up several 500-series GE B32-8WH locomotives that are currently assigned to yard service, enabling them to be placed on the road. [Trains News Wire]

AMTRAK MAY DELAY ULTRASONIC TESTING FOR PRIVATE RAILCARS

WASHINGTON – Amtrak has proposed a change to its mechanical standards, suggesting that all private cars undergo ultrasonic axle and wheel testing by Oct. 1, 2014, if the cars have not been tested in the last 10 years. However, *Trains News Wire* has learned that the requirements are still under review, and a formal directive has yet to be issued.

The proposed change in standards came as the result of derailment on Canadian National at Tuscola, Ill., on Nov. 17, 2012. An axle broke on the private car *Baton Rouge*, a 1956-vintage 11-bedroom sleeping car trailing the northbound *City of New Orleans*. It caused a minor, slow-speed derailment with no injuries, but prompted Amtrak to consider ultrasonic testing on private car axles and wheels.

Following the derailment, CN initially banned all private cars on its lines but later relented at Amtrak's urging. Iowa Pacific Holdings, operator of *Pullman Rail Journeys* and owner of the *Baton Rouge*, voluntarily hired an independent company to perform ultrasound tests on all axles of every car in its fleet. According to a mechanical supervisor of another charter operator familiar with the results, but who asked that *Trains News Wire* not

identify him, said no defects were detected on other ultrasound-tested cars.

Bob Willetts, chairman of the American Association of Private Railway Car Owners' mechanical committee and owner of North Carolina-based Willetts Railcar, says the Association lists 115 cars certified for Amtrak operation. Members of the Railroad Passenger Car Alliance and host railroads also operate Amtrak-capable cars, bringing the total affected to about 300. Because the Federal Railroad Administration presently does not require ultrasonic testing of wheels and axles, cars that do not operate in Amtrak charters – such as those owned by many tourist railroads – are not affected.

Willetts attended the FRA's Railway Safety Advisory Committee meeting on Oct. 31, 2013, and says that ultrasound wheel and axle testing did not come up. "RSAC gets to preview proposed regulations before they take effect and we get to point out considerations which may have been overlooked," he recently advised Association members, adding, "Rules that affect us as owner-operators are currently evolving.

Some are scheduled to be formalized in written form this winter." The next committee meeting is set for March 6, 2014, "but with respect to wheel and axle testing, it is only Amtrak's decision process that comes to bear here," he noted in an interview with *Trains News Wire*.

Willetts says ultrasound testing is done routinely as part of the manufacturing process. "Each of the 3 or 4 primary vendors stamps a number on every wheel and axle before it leaves the factory, certifying that the component is sound. If an owner emails the numbers found on recently-installed parts to Amtrak, the company might reasonably conclude that cars may not need to be re-tested if the owner can prove that parts were installed and certified within the last ten years."

Amtrak spokesman Craig Schulz said the company currently offers ultrasonic testing at two locations, the Beech Grove heavy maintenance facility near Indianapolis and Chicago's 16th Street car shop. "Axle costs vary by design, order quantity, and whether (the axle) is used or new. A specially-certified inspector must perform the tests and interpret the results." He notes that multiple presentations have been made to private car organizations to inform owners of the requirement, and Amtrak has identified other suppliers who are qualified to perform the service.

On a conference call to owners, Willetts heard an Amtrak mechanical department representative say that all 11 of its shops would have wheel testing capability by April 1, 2014, but nothing more was discussed about axles.

Clark Johnson, owner of the private car *Caritas*, told *Trains News Wire*, "The axle testing is quite straightforward and costs about \$500 to \$1000 per car. Preparation and set-up are time-consuming, so it is financially advantageous to test a batch of cars at one time and place. Wheel defect testing was added by Amtrak as an afterthought," he suggests. "In order to do the ultrasonic testing, the wheel tread must be smooth, hence testing immediately after turning on the same lathe makes sense."

Amtrak's Schulz said that, although Heritage dining and baggage cars set to be replaced by 2015 are as old as many privately-owned cars, Amtrak does not require ultrasonic testing on these cars' axles because it regularly changes them out as part of a standard maintenance cycle.

New wheels undergo ultrasonic tests before they are installed, but the current testing protocol did not prevent treads on the wheels of Heritage dining car No. 8558, originally built by Budd for Southern Railway's *Crescent* in 1949, from disintegrating on July 7, 2013, while running in the consist of the Miami-bound *Silver Star*. Passengers were marooned for almost 14 hours until Amtrak and CSX forces could move the train from its

inaccessible location on the busy ex-Richmond, Fredericksburg & Potomac main line by greasing the rails and slowly sliding the car, still coupled in the train, for more than a mile before it could be set out on a siding north of Richmond, Va.

Any testing requirement that Amtrak formally imposes on private car owners will need to take into account how it will enable car owners to comply by Oct. 1, 2014, given Amtrak's limited facilities and qualified personnel. If independent testing companies are to be involved, standards must be written. As of now, according to shop owner Willetts, that process and those decisions are a work in progress. *(Edited from Bob Johnston, Trains News Wire)*



CANADIAN NATIONAL ACQUIRES EMD DEMOS

CHICAGO - Jan. 6, 2014 - Canadian National has acquired four EMD SD70ACe-P6 demonstrator locomotives. The four locomotives, EMDX Nos. 1206, 1208, 1209, and 1210, were moved to Chicago for transfer to CN at the end of December. The first two, EMDX Nos. 1206 and 1208, moved to CN's Woodcrest Shop in suburban Markham on Jan. 1 and were quickly renumbered. EMDX No. 1206 was renumbered CN No. 8100 while No. 1208 became CN No. 8101.



**CN No. 8100 as a Distributed Power Unit
DEPARTING CHICAGO. PHOTO BY MARSHALL W.
BEECHER**

The pair departed Chicago

on Jan. 3 on intermodal train Q11991-02 from Chicago Intermodal Terminal in Markham.

CN picked up EMDX Nos. 1209 at 1210 at the Belt Railway of Chicago's Clearing yard on Jan. 5 and moved them to Glenn Yard for forwarding to Woodcrest. Observers expect them to become CN Nos. 8102 and 8103, respectively.

Canadian National became the first railroad to purchase SD70ACe-P6 locomotives with axle control since being introduced by EMD. Axle control uses one AC inverter per axle for a total of six inverters. Traditionally, EMD AC traction locomotives have used one inverter per truck. An SD70ACe with axle control is designated as an SD70ACe-P6 to differentiate them from standard SD70ACes.

Sources close to the railroad say CN had 30 SD70ACe-P6s on order for delivery in late 2013. However, the order was canceled in early 2013 and converted to an order for General Electric ES44ACs. The proposed order was to become CN Nos. 8100-8129.

The sale leaves EMD with four SD70ACes in its lease fleet, SD70ACe-P6 No. 4223 and SD70ACe-P4s Nos. 1207, 1211, and 1212. The SD70ACe-P4 is EMD's solution to provide an AC traction alternative that is equal to or better than the performance of the company's SD70M-2 that uses six DC traction motors. The six-axle SD70ACe-P4 uses four AC traction motors and two idler axles nearest to the fuel tank. *[Trains News Wire]*



CSX CUSTOMERS INVEST MORE THAN \$3 BILLION IN 2013

JACKSONVILLE, Fla., - Jan. 10, 2014 - In 2013, CSX and its customers worked together to develop 121 new or expanded facilities on the CSX rail network or its connecting short line partners. These facilities represent \$3 billion in customer investments and more than 1,600 new job opportunities at those facilities.

In the past five years, CSX customers invested more than \$14 billion in

rail-served facilities, generating more than 14,000 jobs at industrial plants, distribution centers, and other facilities.

The substantial increases in industrial development demand in 2013 highlight ongoing economic expansion across the nation. Growth in many sectors of the energy and chemicals markets as well as new and updated agricultural facilities generated much of the activity, which represents 151,000 carloads of potential annual business for CSX.

"The increasing economic development on our network reflects steady expansion in the national economy," said Clark Robertson, assistant vice president - regional development. "The transformation in the energy sector is driving opportunities for new rail-served facilities serving the chemical and manufacturing sectors across the CSX network. CSX appreciates and applauds the states we serve, which recognize the value of capital investment to their communities and who do a great job of helping to demonstrate the economic and environmental benefits of rail transportation to industry."

CSX provides service via an extensive network that connects customers to nearly two-thirds of the nation's population throughout the major East Coast and Midwestern metropolitan centers, and serves more than 70 ocean, river and lake ports. CSX can move a ton of freight nearly 450 miles on a single gallon of fuel and one train can carry the load of 280 trucks, lowering carbon emissions and reducing wear and tear on public roads.

[Edited from CSX Corporation]

CSX CORPORATION ANNOUNCES FOURTH-QUARTER AND FULL-YEAR EARNINGS

JACKSONVILLE, Fla., Jan. 15, 2014 - CSX Corporation today announced fourth-quarter 2013 net earnings of \$426 million, or \$0.42 per share, down slightly from \$449 million, or \$0.44 per share in 2012. Prior year results included after-tax real estate gains of \$57 million or 6 cents per share.

"Supported by the strength of an expanding economy, we delivered 6 percent volume growth in the quarter, despite another sharp decline in coal," said Michael J. Ward, chairman, president and chief executive officer. "As the economy continues to expand, CSX is well positioned to leverage that environment to create sustainable long-term value for our customers and shareholders."

Fourth-quarter revenue increased 5 percent to \$3.0 billion, driven by broad-based strength in the company's merchandise and intermodal markets. Operations were resilient in the quarter, despite increased volume and challenging winter weather at the end of the quarter. However, the cycling of prior year real estate gains contributed to operating income that was essentially unchanged at \$813 million.

For the full-year 2013, net earnings were \$1.83 per share, up slightly from \$1.79 per share in 2012. Full-year 2013 revenue increased 2 percent to a record \$12.0 billion, operating income remained stable at \$3.5 billion, and the operating ratio increased slightly to 71.1 percent compared with 70.6 percent for 2012.

Looking forward, the company remains on target to sustain a high-60s operating ratio by 2015 and achieve a mid-60s operating ratio longer-term.

This earnings announcement, as well as additional detailed financial information, is contained in the CSX Quarterly Financial Report available on the company's website at <http://investors.csx.com> and on Form 8-K with the Securities and Exchange Commission. *[Edited from CSX Corporation]*

CSX FILES TO DEACTIVATE SIGNALS ON SECOND MICHIGAN LINE

LANSING, Mich. - Dec. 18, 2013 - CSX Transportation has filed with the Federal Railroad Administration to deactivate the signals on its Plymouth Subdivision in central Michigan, its second such recent filing in the state. The former Pere Marquette line runs between Grand Rapids and Plymouth, a distance of about 120 miles.

The railroad seeks to remove 51 dispatcher-controlled signals and 58 automatic signals. In addition, 11 power-operated track switches will be converted to hand throw operation. It will install new approach signals at

MP 29.0, MP 53.8, MP 50.9, MP 86.5, MP 83.6, and MP 147.4.

Two locations will remain dispatcher-controlled, with signals remaining in operation. Those locations are at Ann Pere, MP 52.87, and at Trowbridge, MP 84.9, near Lansing. Both locations are at-grade crossings with foreign rail lines.

In its filing, CSX states that the signal system "is no longer needed for present-day operations." If the signal discontinuance is approved, CSX will operate the line with track warrant control. The line already has a 30-mile stretch of track warrant control between Lansing and Lake Odessa.

The line once hosted Canadian Pacific trackage rights trains between Chicago and Detroit, in addition to CSX's own traffic. Most CP trackage rights trains shifted to a new Norfolk Southern routing via Elkhart, Ind., in 2005 and the last operated via CSX in 2010. [*Trains News Wire*]

CSX BUYS 15-ACRE BROWNFIELD SITE IN MCKEESPORT

CSX Corp. is making another investment in Allegheny County with the purchase of a 15-acre brownfield site in McKeesport.

The transportation company, which operates 21,000 miles of track in the United States and Canada, acquired the tract for \$300,000 from the county's redevelopment authority last December.

The land, just east of the Mc-Keesport-Duquesne Bridge near the south shore of the Monongahela River, was the location of Firth Sterling specialty steel company. Its customers included razor-blade maker Gillette and cutlery manufacturers, according to Dan Piesik. He is a retired shop teacher from Elizabeth Township who has studied the company's history.

The tract is between two sets of CSX railroad tracks. The company has not yet decided what use it will make of the land, which already is bordered by railroad operations.

The sale to CSX contains provisions that limit future heavy industrial use of the reclaimed land, Mr. Davin said. The site could be used for warehouses, rest facilities for workers or a laydown yard, where railroad equipment, freight or supplies could be stored.

The CSX purchase of the land in McKeesport represents the company's second major local announcement. In October the company revealed plans to construct a \$50 million intermodal freight center in McKees Rocks. The center will provide a transfer point for freight being moved between trucks and rail cars. The site, the former Pittsburgh & Lake Erie Railroad Yard, is about 15 miles downriver from McKeesport.

The CSX freight center in McKees Rocks will be part of its National Gateway project, an \$850 million public-private partnership to create a rail corridor for double-stack trains.

The planned transfer facility would support development of warehouse, distribution and light-manufacturing businesses that rely on trains and trucks to move their raw materials and finished goods. [*Edited from Len Barcoucky, Pittsburgh Post-Gazette*]



NORFOLK SOUTHERN SD40E PROGRAM DRAWS TO A CLOSE

ALTOONA, Pa. - Dec. 10, 2013 - Norfolk Southern SD40E No. 6356 was recently released from overhaul at the company's Altoona shop. It represents the second-to-last SD40E produced in Norfolk Southern's program to convert the railroad's fleet of 3,500 hp SD50 and SD50S locomotives to 3,000 hp locomotives. The SD40E program began more than five years ago to extend the life of a locomotive model that's considered throughout the industry to be unreliable.

Highlights of the SD40E program include an engine model change from the original 16-645F3B to a 16-645E3C with a resulting 500 hp reduction, installation of an EMD EM2000 microprocessor system, new electrical cabinet, and a host of other smaller items, such as air conditioning and a refurbished cab. The program, when complete, will have produced 58

SD40E locomotives, Nos. 6300-6357. The core locomotives come from former Norfolk & Western SD50S locomotives, and Norfolk Southern and Conrail SD50s. The Norfolk & Western SD50S locomotives were the first SD50s produced and were built on shorter SD40-2 frames measuring 68 feet, 10 inches while future SD50s were produced on longer frames measuring 71 feet, 2 inches.



NS 6356 AT CONEMAUGH, PA. THE FIRST AND LATEST SD40ES REBUILT AT ALTOONA WORK TOGETHER IN HELPER SERVICE. TONY KIMMEL

Don Graab, vice president of mechanical at NS, tells *Trains News Wire* that the SD40E program has been a huge success and the final locomotive should emerge from Altoona by the end of 2013. He says the two main issues with the SD50 model were the high compression system of the original 16-645F3B prime mover and the control system.

The primary assignment for many of the SD40Es has been helper service on the former Pennsylvania Railroad mainline east of Pittsburgh, with the first 30 released from Altoona fitted with Helper Link equipment. Graab says due to the quantity of SD40Es available today, SD40Es not needed for helper service are being assigned to work and ballast trains system wide. (*Chris Guss, Trains News Wire*)

NORFOLK SOUTHERN REPORTS RECORD-SETTING 2013 FOURTH-QUARTER AND FULL-YEAR RESULTS

NORFOLK, VA. - Jan. 22, 2014 - Norfolk Southern reported record fourth-quarter 2013 net income of \$513 million, or \$1.64 per diluted share, 24 percent higher compared with \$413 million, or \$1.30 per diluted share, earned in the fourth quarter of 2012. The railway operating ratio, or operating expenses as a percentage of revenue, improved 5 percent to 69.4 percent.

"Norfolk Southern's team of safety and service-oriented employees drove our record-setting fourth-quarter results through increased productivity, efficient network operations, and continued revenue gains," said Norfolk Southern CEO Wick Moorman. "We're seeing the results of our investments in network capacity and technology enhance our ability to offer superior service to all of our customers.

Moorman continued: "In 2014, we plan to invest \$2.2 billion, a 12 percent increase over 2013, to maintain safe railway operations, purchase locomotives and freight cars, and support growth and productivity initiatives."

Fourth Quarter 2013 Summary

Operating revenues increased to \$2.9 billion, marking a 7 percent jump compared with fourth-quarter 2012. Strong intermodal, chemical, automotive, and agricultural shipments more than offset declines in coal traffic to drive total volumes up 4 percent.

Fourth-quarter revenue by commodity group

Chemicals up 21 percent.

Metals and construction up 12 percent.

Intermodal up 6 percent.

Agriculture up 9 percent.

Automotive up 10 percent.

Paper and forest products up 8 percent.

Coal down 2 percent.

General merchandise revenues were \$1.6 billion, 12 percent higher than the same period last year. Strong crude by rail shipments and expanded

automotive production helped boost traffic volume by 8 percent in the quarter.

Coal revenues were \$641 million, 2 percent lower compared with the fourth quarter of 2012, the result of an 8 percent decline in volumes.

Intermodal revenues increased to \$618 million, a 6 percent increase over 2012. Growth in domestic and international business pushed traffic volume up 6 percent in the quarter compared with the same period of 2012.

Railway operating expenses were \$2 billion, 2 percent higher than in the same period of 2012. The operating ratio was 69.4 percent, a 5 percent improvement over the same quarter in 2012. Income from railway operations was \$881 million, 23 percent higher compared with fourth-quarter 2012.

2013 Summary

- Net income was \$1.9 billion, or \$6.04 per diluted share, 9 percent higher compared with \$1.7 billion or \$5.37 per diluted share in 2012.
- Railway operating revenues reached \$11.2 billion, 2 percent higher compared with 2012, driven by a 3 percent increase in traffic volume.
- General merchandise revenues rose 7 percent, and traffic volume increased by 4 percent.
- Coal revenues declined 12 percent to \$2.5 billion, due to a 5 percent decline in traffic volume compared with the same period of 2012.
- Intermodal revenues increased to \$2.4 billion, up 6 percent compared with 2012. Growth in domestic and international intermodal business drove traffic volume 6 percent higher for 2013 compared with the same period of 2012.
- Railway operating expenses were \$8 billion, up 1 percent compared with 2012.
- The operating ratio for the year was 71.0 percent, a 1 percent improvement over 2012.
- Income from railway operations was \$3.3 billion for 2013, 4 percent higher compared with 2012. *[Edited from Norfolk Southern Corp.]*

NORFOLK SOUTHERN FACILITATES \$2.3 BILLION IN INDUSTRIAL INVESTMENT ALONG RAIL LINES IN 2013

NORFOLK, VA. - Jan. 7, 2014 - Norfolk Southern Corporation participated in the location of 67 new industries and the expansion of 25 existing industries along its rail lines in 2013.

New plants and expansions representing an investment of \$2.3 billion by Norfolk Southern customers are expected to create more than 3,100 new jobs in the railroad's territory, eventually generating more than 136,000 carloads of new rail traffic annually.

Norfolk Southern assisted state and local government and economic development officials throughout 14 states in helping customers identify ideal locations for new and expanded facilities.

"The energy sector has been a significant story for several years and 2013 was no different," said Jason Reiner, assistant vice president industrial development. "Norfolk Southern assisted in the location or expansion of 11 energy-related facilities across our service area. Crude oil transportation and support for natural gas exploration and production accounted for the lion's share of energy projects, providing 65% of the new rail traffic reported. The energy sector will continue to provide significant growth opportunities in 2014."

The balance of other projects secured during 2013 was distributed among several of the broad product areas Norfolk Southern serves with notable representation in metals, agriculture and automotive sectors.

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 supply chain management. During the past 10 years, Norfolk Southern's Industrial Development Department has

participated in the location or expansion of 1,024 facilities, representing an investment of \$29 billion and creating more than 44,000 customer jobs in the territory served by the railroad. *[Norfolk Southern Corp.]*

VIRGINIA, NORFOLK SOUTHERN SIGN PACT TO RETURN AMTRAK SERVICE TO ROANOKE

Virginia's Department of Rail and Public Transportation (DRPT) and Norfolk Southern Corp. entered into an agreement to improve rail infrastructure between Lynchburg and Roanoke, Va., Gov. Bob McDonnell announced Jan 9, 2014.

The improvements will return passenger rail to the Roanoke region for the first time in 34 years, Virginia officials said in a press release.

"Intercity passenger-rail service is central to the commonwealth's economic growth, vitality and competitiveness in the region. Now the major population centers will have intercity passenger-rail service," said McDonnell.

The governor's 2013 transportation funding plan was "instrumental" in prompting the return of Amtrak's intercity passenger-rail service to Roanoke, state officials said.

The Virginia-NS agreement includes track additions and realignments, signal and communication upgrades along the route, clearance adjustments, and a platform and train servicing facility in downtown Roanoke. Design work will begin immediately, state officials said.

In another effort funded by Virginia and NS, the downtown Roanoke rail connections are being reconfigured to improve the flow of train traffic through the city, which is a prerequisite to reintroducing passenger-rail service, they said.

"Virginia's leadership enables both passenger mobility and economic development through a strong rail network," said NS Chairman and Chief Executive Officer Wick Moorman. *[Progressive Railroading]*



VERMONT RAIL SYSTEM DEBUTS 50TH ANNIVERSARY LOCOMOTIVE

BURLINGTON, Vt. - Jan. 6, 2014 - The Vermont Rail System has unveiled a 50th anniversary locomotive, GP40-2W No. 311. The unit honors both the railroad's 50 years of service and the founder's mother, Joan Wulfson.



VERMONT RAIL SYSTEM NO. 311
PHOTO BY KEVIN BURKHOLDER

In the fall of 1963, the end of the Rutland Railroad was in sight and, on Jan. 6, 1964, a new short line was born. Created by Jay Wulfson, the Vermont Railway thus became the first public/private railroad operation in the U.S., operating 125 miles of track in the state of Vermont.

It purchased the Clarendon & Pittsford in 1972, a portion of the Delaware & Hudson in 1983, and the Green Mountain Railroad in 1997. More recently, it acquired the Washington County Railroad and New York & Ogdensburg Railway. Today, the Vermont Rail System operates 350 miles of railroad with 150 employees. *[Trains News Wire]*



NJT COMPLETES MOBILE TICKETING ROLLOUT

New Jersey Transit has completed systemwide rollout of its mobile rail ticketing, MyTix, expanded it to the Northeast Corridor and Atlantic City Rail Line. MyTix enables customers to purchase and display rail one-way tickets, weekly passes, and monthly passes for travel to and from all 165 NJT rail stations using their smartphones.

NJT introduced MyTix in April 2013 as a pilot program on the Pascack Valley Line, as well as between Penn Station New York and the

Meadowlands Rail Station for special events, to test the functionality of the app and determine the feasibility of expanding it to other rail lines. In September, NJT expanded MyTix to the Main/Bergen County and Port Jervis lines, followed in October by the Montclair-Boonton and Morris & Essex lines, and most recently in November to the North Jersey Coast and Raritan Valley lines, as part of a gradual systemwide rail rollout of the program. Some improvements made to the agency's MyTix app were the direct result of feedback from customers using the app during the gradual rollout. The app was designed with input from customer focus groups and NJT frontline rail employees and customer service staff.

MyTix is available for free download on any web-enabled iOS or Android operating system, via the App Store for iOS devices and the Google Play Store for Android devices. *[Edited from Railway Age Rail Group News]*



FIRST NEW PATCO RAILCARS UNVEILED

PATCO on Dec. 11, 2013 publicly unveiled the first of 120 Alstom Transport-refurbished railcars at its Lindenwold, N.J., maintenance facility.

PATCO plans to conduct functional and on-track evaluations of the two prototype cars, along with six others yet to arrive from the Alstom assembly facility in Hornell, N.Y. The agency will then introduce the cars into revenue service and use them as templates for the rest of the production run, which is scheduled for completion by the end of 2016.



The railcar overhaul project is expected to cost about \$194 million, approximately \$70 million of which will be funded with federal dollars. The project is largest rolling stock capital expenditure since PATCO's inception in 1969 and one of the largest capital improvement projects in DRPA (Delaware River Port Authority) history.



DELAWARE RIVER PORT AUTHORITY PHOTOS

In 2012, PATCO separated 26 cars from their undercarriages and transported them by truck to Alstom, where they were stripped down to their steel outer shells and rebuilt from the outside in. The two newly refurbished prototype cars arrived in Lindenwold on the weekend before Thanksgiving.

New interiors, designed by industrial designer Carlos Pilonieta, feature brighter colors, higher ceilings, slip-resistant floors, and new seats for greater passenger comfort. With thicker windows, better weather stripping and brand new heating and air conditioning systems, the refurbished cars will be cooler during the summer and warmer in the winter, PATCO said.

The cars also have a new wheelchair and bicycle parking area with flip-up seats. For greater security, a new passenger alarm system includes an intercom that allows passengers to communicate with the train operator. The cars also are equipped with interior security cameras connected to an externally accessible DVR.

The braking system, improved to allow for reduced stopping distance and more stability, features regenerative braking that conserves power by returning braking energy to the propulsion system. PATCO operators should find the cars more user-friendly, as they feature full-width cabs, touch-screen communication inputs, and cockpit consoles that provide real-time operational information. The cars also include a number of new communications systems: a new public address system with automatic announcements; a noise-sensing microphone and better speakers; external speakers where announcements made from the train can be heard on the platforms; scrolling exterior destination-and-route signs; and a video advertising and infotainment system.

PATCO entered passenger rail service in 1969 with 75 railcars manufactured by Budd. In 1980, PATCO added 46 cars made by Vickers. Both classes of car are scheduled for overhaul. *(Edited from Railway Age)*



SEPTA ADOPTS FY2014 BUDGET, ELIMINATES SHORTFALL

Southeastern Pennsylvania Transportation Authority's (SEPTA) board approved a \$1.28 billion operating budget for fiscal-year 2014.

The fiscal year extends from July 1, 2013, to June 30, 2014. In July, the board approved a six-month spending plan while the Pennsylvania Legislature continued discussions on a state transportation-funding bill, which was approved last November, SEPTA officials said in a press release.

Originally, the FY2014 operating budget was projected to have a \$38 million shortfall, but the gap has been erased due to cost-saving actions such as switching to a self-insured health insurance plan, they said.

The agency continues to follow state recommended steps to raise additional revenue, such as through periodic fare increases and an expanded advertising program, which is projected to raise \$14 million in FY2014. A fare increase that went into effect on July 1 is in keeping with the strategy, as the authority has adopted a policy of enacting cost-of-living priced fare hikes every three years, SEPTA officials said. *[Progressive Railroading]*



PRR, PRSL & LIRR EVENTS IN FEBRUARY

Feb. 21, 1901 - Third section of No. 495, the southbound *Nellie Bly*, collides head-on with Trenton local 2.5 miles east of Bordentown at 5:15 PM; 12 killed and at least 22 injured; some cars rolled down embankment into Delaware & Raritan Canal, which mercifully was drained for winter; local had moved out of siding, mistaking second section of *Nellie Bly* for third section; most passengers of *Nellie Bly* were Italians en route from New York to Atlantic City; engineer Walter Earl of *Nellie Bly* decapitated.

Feb. 14, 1906 - PRR tests Strang gasoline railcar *Oregita* on Frazer-West Chester line and Downingtown & Lancaster Branch.

Feb. 28, 1911 - PRR stages record fast run of new E6 No. 5075 with two coaches and General Superintendent Creighton's private car from Altoona to Philadelphia, 235 miles in 209 minutes for Altoona officials attending retirement party of Charles E. Pugh; runs Altoona-Harrisburg, 131 miles in 114 minutes.

Feb. 4, 1916 - South track of new Cumberland Valley concrete arch bridge over Susquehanna River between Harrisburg and Lemoyne placed in service; concrete was poured over old bridge piers.

Feb. 27, 1921 - PRR announces a new system of dedicated telephone lines to inform commuters on the Paoli Line of delays to trains; lines run from Broad Street to all station agents, who are equipped with bulletin boards to post any delay over 15 minutes.

Feb. 23, 1926 - PRR announces contract for six Class L, 2-D-2, 3,730 HP electric passenger locomotives to Westinghouse; car bodies to be built at

Altoona; to be used between Penn Station and Manhattan Transfer; designed by John T. Wallis.

Feb. 1, 1931 - In *Pennsylvania News*, PRR calls for employees to contribute historical relics and memorabilia for a proposed museum in 30th Street Station and future temporary exhibits; response is enthusiastic, with donations including old paper, E.H. Harriman's old desk from Elmira, and old Cumberland Valley locomotive *Pioneer*, located at Meadows Shops; while the locomotive will eventually find its way to the Smithsonian, all the rest will be lost or sold at the Penn Central Auction in 1972.

Feb. 21, 1936 - Raymond Loewy-designed streamlined casing applied to K4s No. 3768 at Juniata Shops.

Feb. 6, 1941 - K4s No. 5338 streamlined at Juniata Shops for *The Jeffersonian* to Raymond Loewy design similar to that used for *The South Wind*; tender No. 6862 streamlined on Feb. 18.

Feb. 1946 - PRR orders experimental BLW "Centipede" 6,000 HP passenger diesel consisting of two semi-permanently-coupled 3,000 HP units; 2-D+D-2 wheel arrangement.

Feb. 18, 1951 - PRSL announces a second order for six Budd RDC's, to be delivered by summer.

Feb. 26, 1956 - GM No. 1000 begins revenue demonstration run as *Pennsylvania AeroTrain* between New York and Pittsburgh at \$250 per day rent; 7 hour:30 minute schedule is fastest ever between New York and Pittsburgh; first run halted by malfunction at North Philadelphia, but first round trip completed ahead of schedule; PRR later modifies 3 of the cars to reduce noise and vibrations to acceptable levels.

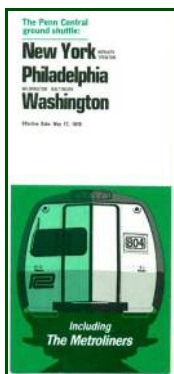
Feb. 2, 1961 - Philadelphia-Bowie race track special derails leaving main line at Arundel, Md.; of 2 diesels, 9 coaches, diner and tavern car, all but last four cars derail; 6 killed and 324 injured; 5 cars scrapped; train was doing 55 MPH in 15 MPH zone.

Feb. 1966 - Dept. of Housing & Urban Development approves \$925,000 grant with \$253,000 in matching funds from New York State for an experimental gas-turbine car for LIRR; car to have twin 535 HP jet engines by Garrett Corporation housed in a Budd Pioneer III-type carbody.

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 Perلمان's business car parked in Suburban Station.

Feb. 2, 1976 - PRSL applies to abandon all passenger service effective February 7.

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



TIMETABLE 02-14

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

Saturday, Feb. 1, 2014

Super Saturday Streetcar Special XXI using a chartered SEPTA trolley departing from 69th Street Terminal in Upper Darby, Pa. by the Wilmington Chapter, NRHS. Info: www.railroadphotographer.com

Saturday and Sunday, Feb. 1-2, 2014 - Rescheduled from Mar. 29-30, 2014

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

Tuesday Evening, Feb. 18, 2014

The PBS series AMERICAN EXPERIENCE will premiere *The Rise and Fall of*

Penn Station, produced by Randall MacLowry, on February 18, 2014 at 8:00 PM.

Saturday and Sunday, Feb. 8-9, 15-16, 2014

Cabin Fever Days at the Harris Railroad Switch Tower Museum located at the corner of 7th and Walnut Streets in downtown Harrisburg, PA. Admission \$20.00 per person. Reservations must be made in advance and will be limited to avoid overcrowding. There will be no ticket sales at the door. To make your reservation for Harris Tower, send an email to HarrisTower@verizon.net or phone Harris Line at 717-232-6221. Following an update on Chapter activities you'll have an opportunity to leave a message.

Saturday, March 8, 2014

Keystone Division, TCA Meet at St. Philip's Parish Hall, Rts. 741 & 999, Millersville, PA. Info: Ron Morris, 610-670-6829, RonTrain@ptd.net

Sunday, March 19, 2014

Atlantic Division, TCA Meet at Plumbers Union Hall, Philadelphia, PA. Info: Bob Lubonski, 856-608-9265, sas@scientificapparatus.com

Saturday and Sunday, March 22-23, 2014

Greenberg's Train & Toy Show at the Chase Center on the Riverfront, 815 Justison St., Wilmington, DE 19801. Info: www.GreenbergShows.com

Friday - Sunday, March 28-30, 2014

Railroad Prototype Modelers Valley Forge Meet at the Desmond Great Valley Hotel & Conference Center in Malvern Pa. Info: <http://phillynmra.org/rpmmeet.html>

Saturday and Sunday, April 12-13, 2014

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

Thursday - Saturday, April 24-26, 2014

Eastern Division, TCA Meet at the York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: Debbie Geiser, 302-674-5797, debbie_geiser@verizon.net

Thursday - Sunday, April 24-27, 2014

NRHS Spring Conference, Advisory Council and Board of Directors' Meetings in Lewisburg, Pa. Hosted by the Central Pennsylvania Chapter.

Thursday - Sunday, May 1-4, 2014

Pennsylvania Railroad Technical & Historical Society Annual Meeting at the Radisson Penn-Harris Hotel in Camp Hill, Pa. Info: http://www.prrths.com/conventions/PRR_Annual.html



Thursday - Sunday, May 29 to June 1, 2014

Streamliners at Spencer featuring classic cab units of the '30s through the '50s at the N.C. Transportation Museum in Spencer, N.C. Info: www.nctrans.org



JANUARY, 2014 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 20, 2014. In the absence of President Tom Shenk, the meeting was called to order at 7:40 p.m. by First Vice President Ron Irwin with 35 members 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. David Stambaugh approved the motion and Glenn Kendig seconded the motion. The December membership minutes were approved as printed in the Lancaster Dispatcher.

CHAPLAIN: Chaplain David Stambaugh reported Mary Helm's husband, Harold Helm, is in Manor Care South Nursing home. Harold is in the first

stages of dementia and she no longer can care for him by herself. LaVerne "Bud" Rettew's mother, Frances, passed away on Tuesday, January 14. She was 92 years old. David has taken over the Chaplain duties for this year. If anyone knows of chapter members who are ill, or have lost a loved one, please contact David.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of December. Richard has the tax returns for the Chapter completed and will sign and submit the forms by the February 15 due date. Steve Himpel will also be sending Fred Abendschein's wife the proper paperwork for tax purposes for all the items she donated to the Chapter.

MEMBERSHIP: First Vice-President Ron Irwin announced there are 116 Regular memberships, 59 Family memberships, and 1 Student membership. Ron also reminded Chapter Members to send in their dues if they have not done so already.

NATIONAL NEWS: Smoke Shaak reported from National there are 40 openings for Rail Camp this year. They need young people to sign up and participate in the Bloomington and Seattle areas. If anyone knows of a student who might be interested in going to Rail Camp, have them contact National.

NEWSLETTER: Editor Ed Mayover reported he has future newsletters in progress through February 2015. Ed is working on the 12-page full-color 2013 Best of the Best Special Edition of the newsletter and is waiting for permission from the photographers to use their photographs in the newsletter.

TRIPS: Dennis Allen announced the Trip Committee is waiting for air space to clear. Dennis also announced the Committee can work on getting the trip itineraries ready.

RADIOS: Steve Himpel reported the Chapter radios will be given to National to use in Lewistown in April. Steve announced the Chapter is purchasing two cabinets for \$225.00 each for the chapter's books and equipment for the projector. Steve will be picking up the cabinets in York.

HOLIDAY OPEN HOUSE SALES: Steve Himpel reported donations for the two day Open House were \$256.00. The Chapter gave \$150.00 to the Christiana Lions Club for all their help during the Open House. Steve also reported \$110.25 from Railroadiana, \$168.00 from sales of Strasburg Rail Road tickets, \$29.00 from magazines (from Fred Abendschein's donation) and \$106.00 door donations, for a total of \$413.25 for the 2013 Christmas Open House. Glenn Kendig announced that around 1000 people visited the Open House over the two days. Glenn thanked Chapter Members Toady Kennel, Linda and Steve Himpel, and his wife, Cindy for all their help. Glenn thanked everyone who helped and apologized if he missed anyone who came and helped at the Open House.

ANNOUNCEMENTS: Toady Kennel announced the Kitchen Committee (Joan Shearer and Eileen Stoll) needs help for the Chapter Meetings from the month of April and on. If anyone is interested in signing up, please contact Joan or Eileen. Toady Kennel announced she purchased a new Christmas tree for next year for the Christiana Station.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:00 p.m. for tonight's program - Ron Irwin's photo journey from the May 2013 Chapter trip entitled "North to Alaska."

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



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

NEW PENNSYLVANIA SHORT LINE STARTS UP

Chairman of the Kutztown Transportation Authority, Jim Schlegel, wrote on October 3, 2013 "Tonight at the Borough of Kutztown, PA, Transportation Authority meeting, the birth of a new railroad company with an old name occurred. The Kutztown Transportation Authority approved the transfer of operations from East Penn Railways (ESPN) to the brand new Allentown &

Auburn Railroad.

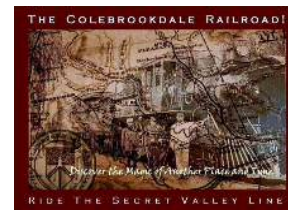
"The line in question is the branch line that operates from Topton to Kutztown, PA. The original name back in 1859 was the Allentown and Auburn Railroad. It was never operated by the A&A, but it was operated by the Reading from 1870 to 1976 and was called the 'Allentown Branch' of the Reading, then Conrail, Anthracite Railroad, BM&R, EPRY, PERY, and ESPN. As of tonight it is the A&A.

"The new operator will finish emptying the Kutztown Foundry (Mc Conway & Torely Mill) (Trinity Industries) and then hopefully get a few new freight customers and start occasional passenger excursions on the 4.4-mile line. Look for some exciting new things down the line. Maybe even some steam and maybe a home for the Conrail Historical Society. The principles of the A&A are Mike Bast and Pete Cole." The line is owned by the Kutztown Transportation Authority, Borough of Kutztown.

Jim added, "They plan to regenerate traffic from some old sources in addition to future excursion business."

An official filing dated 1 October 2013 can be found on the STB's website.

[High Green - Chesapeake Railway Association]



CABOOSE RIDE BETWEEN POTTSTOWN AND BOYERTOWN BRINGS HOPES OF LOCAL RAILROAD TOURISM

Monday, January 20, 2014 - The brick-red caboose rolled into town, the relic greeting its new home as its wheels ground to a halt on the rails.

"Welcome to Boyertown!" announced Nathaniel Guest, president of the Colebrookdale Preservation Trust, who was decked out in a traditional railroad conductor's uniform.

The 20 or so passengers who took the hour long scenic excursion Friday afternoon applauded and then gathered their things.



The recently renovated caboose had just completed its inaugural run from Pottstown to Boyertown on the Colebrookdale Railroad, an almost 9-mile stretch of track that connects the two communities.

The caboose was purchased by the Boyertown Rotary and

Lions clubs for \$5,000 in preparation for the passenger line that's expected to be completed by October.

"There was an excitement that I didn't think I would have," Rotary Secretary Tracy Bernard said after the ride. "It brings back childhood memories for me, counting train cars as they passed by my house as a little girl."

The railroad, which was built in the late 1860s, is slowly being restored through efforts of the Colebrookdale Preservation Trust, a nonprofit that officially formed in 2012.

The purpose of the rail enterprise is twofold: to attract industrial freight business and to encourage area tourism.

The second half of that plan is where the caboose comes in.

"We need to have some kind of activity that brings people to Boyertown, with all the shopping centers right outside of us," said Charles Haddad, Boyertown Rotary president. "Hopefully, this will be it."

Guest said a round-trip ticket will likely cost passengers about \$20.

The restoration project is expected to cost about \$7 million over the next five to seven years. But the investment could pay dividends; the rail line is

expected to have an annual economic impact of \$1.8 million through visitor spending, Guest said.

The trust is counting on state and federal grants, and private donations to bring the project to fruition.

Potential tourist attraction

The caboose's arrival signals the potential for the line to become a local tourist attraction, one that could attract an estimated 20,000 to 30,000 visitors to the area each year, according to a feasibility study.

But first, train platforms must be built and passenger cars must be acquired.

"Ultimately, there will be proper stations at both ends, with shops, food services and souvenirs, but that will take some time to get done," Guest said, adding that the organization has been shopping for passenger cars.

The cozy caboose, built in Altoona in 1941, once sheltered railroad workers during trips across the state, its coal-burning stove and bunk beds serving as creature comforts for the crew. But the car fell into disrepair. Restoration efforts began in 2005.

The caboose's fall from glory in some ways mirrors that of the Colebrookdale Railroad. Once a bastion of the local iron industry, by the mid-1990s the line sat unused and neglected.

A previous owner petitioned the federal government for permission to abandon the line in 2008, but the backers of the soon-to-be trust successfully fought the initiative by promoting the line as a freight connection with the potential to boost local business and tourism.

Line has historic value

Guest said the line's age and location make it all the more important to revive it. The line connects sites of the oldest iron forges, foundries and furnaces in Pennsylvania, he said.

John Pfaltz, a retired University of Virginia computer science professor who led the caboose restoration, said the promise of the Colebrookdale Railroad was clear to him after a trip to Boyertown in the middle of last year.

Pfaltz spent six years and more than \$30,000 renovating the car near his home in Charlottesville, Va.

"When you retire you do nutty things," he said. "If you don't, you die."

With no practical need for the caboose, he decided to donate it.

Three other railroads scattered across the U.S. vied for the caboose, but he said Boyertown's enthusiasm made the decision easy.

In the caboose transfer agreement, Pfaltz stipulated that \$5,000 be donated to the National Railway Historical Society - whose members helped with the restoration - and that the car not go more than 18 months without running.

"Part of the excitement is that this is a very ambitious, audacious project," Pfaltz said before he rode the rails Friday. "It's just got to work."

Further information can be found at www.colebrookdalerailroad.com.

[Laura Newberry, *The Reading Eagle*]

PENNSYLVANIA PROVIDES GRANTS FOR RAIL-FREIGHT PROJECTS

The Pennsylvania Transportation Commission Dec. 12, 2013 approved \$25.8 million in grants to help railroads and shippers operating in the state improve freight-rail infrastructure.

The grants are administered by the Pennsylvania Department of Transportation's (PennDOT) Bureau of Rail Freight, Ports and Waterways. Sixty-seven railroads operate in the state, the nation's highest total, according to PennDOT.

The grants include:

- \$10 million to Philadelphia Energy Solutions Refining and Marketing to construct nearly 30,000 feet of track and a rail-car maintenance area, install 16,000 feet of pipeline to transport crude oil from an offloading facility to a storage tank area and complete yard improvements;
- \$3.9 million to R.J. Corman Railroad Group's Pennsylvania Lines to renew

track in two tunnels, install ties and expand an existing building in Clearfield Yard for equipment maintenance;

- \$2.8 million to Wheeling & Lake Erie Railway Co. to remove deteriorated rail, install nearly 13 miles of new rail, and improve other track and four public crossings;

- \$2.6 million to Greater Erie Industrial Development Corp. to acquire an existing sidetrack from the Port of Erie and construct three new sidetracks for rail-car storage, unloading and transfers, and a locomotive run-around;

- \$1.3 million to Allegheny Valley Railroad Co. to improve track between Bruceton and Washington to accommodate heavier traffic;

- \$1.1 million to Strasburg Rail Road to improve track and a grade crossing to increase capacity in its East Strasburg yard;

- \$1.1 million to Three Rivers Marine Rail Terminal L.P. to build 8,000 feet of track and three switches to enhance storage tracks from its mainline to become a destination for coal and sand used for gas drilling;

- \$840,000 to the Western New York & Pennsylvania Railroad to install new ties on 14.5 miles of the Oil City branch and replace nine grade crossings;

- \$644,815 to East Penn Manufacturing Co. Inc. to construct a new three-track rail spur off of Norfolk Southern Railway's east mainline; and

- \$463,400 to the Pennsylvania Northeast Railroad to rehabilitate 10 miles of track, repair six switches, install ties and complete other infrastructure improvements. (*Progressive Railroading*)

THIS MONTH'S BANNER PHOTO

Penn Central No. 4977, Class E40 electric, at Harrisburg, Pennsylvania in June 1976. Photo by Steve Geisler.



OPERATION LIFESAVER REMINDS YOU...

At all highway-rail grade crossings...Look, Listen, Live!



160TH ANNIVERSARY

HORSESHOE CURVE

FEB. 15, 1854

FEB. 15, 2014



SNOWY NORFOLK SOUTHERN, LANCASTER, PA 12-16-13 - MICHAEL BREEN

"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

FEBRUARY

FEBRUARY 17, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Mark Eyer returns with "*Chicago - 1985 & 1986 - a look back at railroading in the Windy City before the mergers.*" The belts: IHB, BRC, EJ&E; the neat class I's: MP, C&NW, ICG, Soo, MILW, and Seaboard before they fell, along with ATSF, BN, Chessie and Conrail. Commuter trains with F40's, F Units, and BN E Units. Great locations like Dolton, Blue Island, McCook, the BN Racetrack and Joliet.

MARCH

MARCH 16, 2014 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Chapter Second Vice-President Glenn Kendig will present "*A Video Surprise*" from his extensive collection of transportation videos

APRIL

APRIL 21, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Our friend Paul Kutta returns with an interesting program titled "*Some Pennsylvania Short Lines*" about many of the Commonwealth's railroads which aren't as long as the Class Is, but are just as wide! Another one of Paul's fantastic programs, please consider bringing a friend.

MAY

MAY 19, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Chapter Friend Frank Tatnall will present a very interesting and informative program titled "*Jersey Central in Pennsylvania and New Jersey Prior to 1976.*" One of the fallen railroads, the Jersey Central operated freight, passenger and commuter service, including the famed *Blue Comet*. An excellent program about a railroad not often documented, you won't want to miss this one!

CHAPLAIN CONTACT INFORMATION

DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726

IF YOU KNOW OF A CHAPTER MEMBER WHO IS SICK, LOST A LOVED ONE OR HAS A NEW BIRTH IN THE FAMILY, PLEASE CONTACT DAVID.

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, PLEASE FOLLOW THE SAFE COURSE AND STAY IN THE COMFORT OF YOUR HOME!

2014 MEMBERSHIP RENEWALS ARE DUE NOW!

DON'T MISS THE TRAIN! PLEASE REMIT YOUR 2014 DUES PAYMENT TO ENSURE THAT YOUR PAYMENT IS PROPERLY RECORDED AND YOUR MEMBERSHIP IS VERIFIED BY FERNLEY & FERNLEY BEFORE THE MARCH 31, 2014 DEADLINE.

IF YOUR DUES PAYMENT IS NOT RECEIVED AND PROPERLY RECORDED BEFORE MARCH 31, 2014, YOUR MEMBERSHIP IN THE N.R.H.S. WILL BE TERMINATED. RENEWALS SUBMITTED AFTER APRIL 1, 2014 WILL BE PROCESSED AS A NEW MEMBER.

LANCASTER CHAPTER BOARD of DIRECTORS

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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 17, 2014 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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