

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 41 NUMBER 3

MARCH 2010



WORKING TO KEEP THE STEWARTSTOWN RAILROAD ON TRACK

A twist of fate left the future of an historic York County railroad in the hands of the Bucks County Historical Society. Now, the two organizations are working together to keep the railroad from being dismantled and sold. Officials from the society and the Stewartstown Railroad will meet to discuss a payment plan for debt owed to the railroad's one-time president and benefactor George M. Hart - debt that must be repaid to the historical society, according to Hart's Will.

The Bucks County Historical Society has asked the executor of Hart's estate to extend a January 30 payment deadline by 60 days, said president and executive director Douglas Dolan. The extension gives the 124-year-old railroad company time to come up with a way to pay down the \$350,000 lien. It's up to the executor to decide if liquidation proceedings begin, Dolan said. But if railroad officials can present a plan that helps them stay afloat while fulfilling Hart's wishes, the society will take an active role in convincing the estate to work with it. "If they sign off on it, we would sign off on it," Dolan said.

The railroad is defunct and hasn't run trains in many years, though restoration efforts are under way. The historical preservation group Friends of the Stewartstown Railroad began a letter-writing campaign in hopes of convincing the society to hold off on collecting the money until the railroad is back on its feet. They've since gained considerable support - most notably, from the York County Commissioners. The 7.4-mile rail line is an integral part of Stewartstown's history, Commissioner President Steve Chronister said last week. People are motivated to help when they see the potential for such a major change to their landscape, he said; "I think it's part of our duties to help them do that," he said.

County officials are looking into railroad preservation grants and hotel sales tax to help pay down the debt. Commissioners may opt to reach out to their Bucks County counterparts - "but let's just see what happens first," Chronister said. Seizing the land by eminent domain may prove appropriate, though that's a last resort. "It's definitely way at the bottom of the list," he said.

When he was president of the railroad company, Hart, a Doylestown native, loaned it money to help keep it afloat. The loan was acknowledged as a lien, one railroad officials thought would be forgiven upon Hart's death. But the prominent railroad historian died in April 2008, and his Will stated in no uncertain terms that he wanted that money repaid. "I wish to remind my executors that I have over the years advanced funds and made unsecured loans to the Stewartstown Railroad Company, York, Pennsylvania, in the amount of \$352,415, which is the amount due to my estate at the time of the writing of this Will," it said. "My executors are directed to retrieve said monies for my estate."

The Bucks County Historical Society is named as the residual beneficiary in Hart's Will, meaning it gets everything not specifically set aside for someone else. That includes the lien. The railroad's working proposal involves a five-year payment plan, though that'll be subject to negotiation with the Bucks County Historical Society, said Friends of the Stewartstown Railroad vice president Eric Bickleman.

As they coordinate schedules with the society, railroad advocates are also setting up meetings with local movers and shakers who have offered their support, a list that includes county commissioners and a few state legislators. "We have a very nice coalition of support here," he said. Whether the support will be moral or financial remains to be seen, he said. No formal fundraising campaign has been launched at this point. It's hard to ask people for money when there's not a clear goal in place, Bickleman said.

James Gillotti, a Lackawanna County attorney overseeing the Will's execution, said the railroad's best bet would be to get financing from a bank or benefactors to pay down the loan. Gillotti would not discuss the timeline in place for negotiations. He said the estate is awaiting a viable proposal for paying the debt in full, in the near future. No such plan had been presented, Gillotti said.

If the deadline comes and no alternative plans have been nailed down, the estate's next step would be to foreclose on the railroad's real estate - namely, its land. "I don't think we're going to go for any kind of long payment period," he said. *[Annie Tasker - Bucks County Courier Times]*



The Power Director

By
Ed Mayover



Acela Express Rebuild Initiative Progresses

Two projects that encompass an overall effort to refurbish equipment and improve customer service on *Acela Express* service are hitting significant milestones in FY '10.

To date, 12 trainsets have undergone the overhaul, with an aim to complete the job by November. The repair and renewal efforts include updating carpeting and curtains, repairing flooring in the café cars as needed and replacing all flooring in the First class galleys, performing a thorough cleaning to the restrooms and repainting the toilet shrouds, repairing the cars' interiors, painting the power cars, affixing new exterior decals and installing new door seals.

The refurbishment also includes installing leather seats in Business class; the first consist to feature all leather seats was put into service last February. Through a coordinated effort among Mechanical, Transportation, and Marketing and Product Development, the project is being performed at the Penn Coach Yard in Philadelphia, under the supervision of the Mechanical department's High Speed Rail group. Last March, this group completed the installation of leather seats in the First class cars.

"For passengers, the leather seating means improved cushioning and greater comfort, which translates into higher customer satisfaction," said Dave Schramm, master mechanic, High Speed Rail. "For us, we can enjoy cost savings through longer seat life and lower maintenance costs. It's a win-win all around."

Concurrent with this initiative are plans for a new café car, the prototype of which is under construction. "The success and popularity of the *Acela Express* service compelled us to look toward future growth by increasing space and revenue seating," said Principal Industrial Designer Duncan Copland. "The café car redesign enables us to address this important business objective."

Copland added that new passenger seats have been ordered and are due for delivery by early March. The seating area will include 27 new seats, a seat designated for the mobility-impaired, wheelchair space and a luggage tower. The food service end of the car will include an open floor layout to provide ample space for passengers waiting in line without disturbing passengers in the new revenue seating area at the opposite end of the car. A floor-to-ceiling partition will provide a visual and physical separation of the seating area of the car from the café section.

A new galley, condiment station and new bistro-style tables have been designed and are in development with an outside vendor. The current schedule put delivery and installation of the first prototype toward the end of January. The first redesigned car is expected to be completed later this calendar year and the remaining sets expected to be phased in over three years to adequately maintain weekly service. *[Amtrak Ink]*

Amtrak Set To Replace Niantic River Bridge

Amtrak has awarded a \$104.7-million contract to Cianbro/Middlesex VII of Littleton, Mass., for the replacement of the 102-year old movable bridge over the Niantic River in East Lyme, Conn.

The three year project is set to begin in April 2010. It is being funded by \$47.1 million from Amtrak's annual capital program and \$57.6 million from the American Recovery and Reinvestment Act. It is anticipated that this project will result in good paying jobs locally and in the region.

The project involves construction of a new two-track bridge south of its present alignment. Additional work includes expanding the navigation channel beneath the bridge used by water traffic, realigning the east and west track approaches to the bridge, and relocating the Niantic Bay Overlook, including beach restoration.

The existing bridge will remain in operation until the new bridge is built and the river will remain open to water traffic throughout construction. *[Amtrak]*

High Speed Rail In The Northeast: Beyond The Corridor

Pennsylvania received \$27 million to help iron out one last nagging detail on Amtrak's corridor between Philadelphia and Harrisburg, where electrified trains already run at 110 mph. The money will eliminate the final three grade crossings on the line, used by Amtrak Keystone Service trains between New York and Harrisburg, and the New York-Pittsburgh Pennsylvanian.

Amtrak owns the 104-mile Keystone Corridor, and partnered with the state of Pennsylvania to evenly split the cost of a \$145 million upgrade that reinstated electrified train service and boosted speeds to 110 mph. That project was completed in 2006, although other track and infrastructure improvement work has continued since then (notably tie and switch replacement, along with 90 miles of tree and brush cutting, and improvements to signaling apparatus).

Amtrak runs 28 trains between Philadelphia and Harrisburg, and the Keystone Corridor carried 1.2 million riders in fiscal 2009. The state applied for \$90 million in stimulus money, not only to eliminate the three crossings but build an express track between Paoli and Parkersburg, and upgrade the entire route for 125-mph operation. Only the grade crossing eliminations got funded under the \$8 billion high speed rail package.

There's also some money for planning the first stages of a service extension across the Alleghenies to Pittsburgh. *[TRAINS News Wire]*

Developer Selected for Paoli Rail Yard Project

Amtrak announced that it had selected a developer for the former PRR Paoli rail yards project, the long awaited revitalization of the 30 acre, former Superfund site, into a new train station,

garage and mixed-use development. The chosen developer is Strategic Realty Investments LLC, a Wayne, Pa. based company.
[Philadelphia Chapter, PRRT&HS]

BNSF Shareholders Approve Berkshire Deal

FORT WORTH, Texas — Burlington Northern Santa Fe Corp. shareholders Feb. 11 approved the company's takeover by Warren Buffett's Berkshire Hathaway Inc. Voters representing approximately 70 percent of BNSF's non-Berkshire shares came out in favor of the transaction, more than the two-thirds majority needed to pass the deal.

OMAHA, Neb. — Warren Buffett's Berkshire Hathaway Inc. closed on its purchase of Burlington Northern Santa Fe Corp. Feb. 12. The acquisition means BNSF is now a wholly owned subsidiary of the investment fund that Buffett controls.

BNSF's board approved the deal last Nov. 2, and shareholders voted to approve the deal Feb. 11. It'll put the nation's second-largest railroad into the position of being the only Class I not to be traded publicly. [TRAINS News Wire]



'Operating Leverage' Pulls CSX Through 2009's Financial Quagmire

CSX Corp. closed out 2009 with fourth-quarter financial results that "demonstrate our operating ability in the worst economic period of our time," said Chairman, President and Chief Executive Officer Michael Ward during a Webcast and teleconference held Jan. 20.

The first Class I to announce 4Q results, CSX reported earnings per share (EPS) from continuing operations of 77 cents, down 16 percent, and revenue of \$2.3 billion, down 13 percent compared with fourth-quarter 2008 figures. Analysts had expected earnings of 76 cents and revenue of \$2.4 billion, according to *Thomson Reuters*. Revenue was impacted by a \$182 million drag from lower fuel surcharges and \$175 million drag from traffic volumes, which fell 7 percent to 1.5 million units, said Executive Vice President of Sales and Marketing Clarence Gooden.

Coal — a highly profitable traffic segment — was the largest headwind, and likely will remain weak through 2010, he said. Revenue plummeted 24 percent to \$641 million and volume tumbled 23 percent to 365,000 units as domestic shipments slipped because of weak demand and high coal stockpiles, and export volumes declined because of lower global demand, said Gooden. Merchandise revenue fell 10 percent to \$1.1 billion, automotive revenue dropped 3 percent to \$176 million and intermodal revenue decreased 2 percent to \$340 million. However, intermodal and automotive traffic increased 5 percent and 3 percent, respectively, in the quarter.

CSX also reported quarterly operating income of \$583 million, down 16 percent, and operating expenses of \$1.7 billion, down 12 percent year over year. Fuel costs dropped 24 percent to \$250 million primarily because gallons per thousand gross ton miles fell 6 percent and the average price per gallon dropped 9 percent, said EVP and Chief Financial Officer Oscar Munoz. Labor and fringe expenses decreased 9 percent to \$660 million as headcount declined 12 percent to 29,417.

Cost control, productivity, safety improvements and service reliability helped CSX maintain its operating ratio at 74.9 compared with 74.1 in fourth-quarter 2008, said Ward.

"The big story is our operating leverage," he said.

For the full year, CSX set an operating ratio record at 74.7 vs. 75.4 in 2008, 77.5 in 2007 and 79.3 in 2006. The Class I also reported 2009 revenue of \$9 billion, down 20 percent, EPS from continuing operations of \$2.87, down 22 percent, operating income of \$2.3 billion, down 17 percent, and operating expenses of \$6.8 billion, down 20 percent year over year.

Looking ahead, CSX envisions 2010 as the "year of opportunity," said Ward. The macro-economic environment continues to recover and core pricing is projected to be above inflation in the long term. In addition, line-haul revenue is expected to grow in the first quarter because conditions in nine of 10 markets are favorable, with coal the sole headwind.

CSX also is budgeting a robust \$1.7 billion for capital spending in 2010, said Munoz. About 70 percent of the budget will target infrastructure maintenance, with the remainder focused on the National Gateway intermodal corridor and equipment. In addition, the railroad expects to spend \$200 million on regulatory requirements, including \$170 million on positive train control (PTC).

However, CSX could have diverted that \$200 million to other worthy capital improvements, said Ward, citing the effects of "unfunded" federal mandates such as PTC. [Progressive Railroading]

CSXT's Customer Base Continues To Expand

CSX Transportation customers in 2009 committed to invest in 92 new or expanded facilities that will create nearly 1,400 new jobs and ultimately bring \$138 million in new revenue to the railroad. CSXT said the facilities will be built both on CSXT lines and on some of the more than 230 short lines and regional railroads that connect to CSXT.

The projects are situated in 18 states and across markets that include energy, consumer goods and manufacturing, said Fredrik Eliasson, vice president-emerging markets.

"These projects collectively represent more than \$3.2 billion in customer investments in new and expanded businesses on our network," Eliasson said. "These outstanding results are a vote of confidence in CSX as a vital link in economic recovery and one of the most environmentally friendly transportation modes."

In addition, said CSXT, 73 customers who had committed to new or increased rail traffic in 2008 and prior years began moving goods and commodities that at full production will result in more than \$210 million in revenue. [Railway Age Rail Group News]



NS Seeks To Withdraw From Shared Baltimore Track

Norfolk Southern has asked the Surface Transportation Board for permission to cease service on its Cockeysville, Md. branch, which it operates at night under a temporal separation agreement with Maryland Transit Administration. MTA's light rail transit trains in Baltimore ply the line by day, as part of its Hunt Valley Line service.

NS acquired operating rights over the ex-Pennsylvania Railroad line when Conrail was partitioned between NS and CSX in 1999. The route once served trains linking Baltimore and Harrisburg, Pa. *[Railway Age Rail Group News]*

After Fourth-Quarter Loss, Norfolk Southern Looks To Growth

For fourth-quarter 2009, Norfolk Southern today reported net income of \$307 million, or \$0.82 per diluted share (slightly below Wall Street's estimate of \$0.84), vs. \$452 million, or \$1.21 per diluted share, a 32% decline from the same quarter of 2008. Revenue fell 16% to \$2.1 billion.

NS's fourth-quarter operating ratio was 73.95 compared with 67.5% in the same period last year. For the year, the operating ratio was 75.4% vs. 71.1% for 2008.

"We expect to build upon the sequential volume gains we experienced in the third and fourth quarters driven by anticipated improvement in economic conditions combined with project growth," said CEO Wick Moorman. "We plan to invest about \$1.4 billion, slightly higher than our 2009 capital spending, in our rail network in 2010, including leveraging technology to improve operational efficiency and service, and support the business growth we expect in future years."

Fourth-quarter merchandise revenues were \$1.1 billion, down 9% compared with fourth-quarter 2008. Coal revenues were \$580 million, down 27%. Intermodal revenues were \$407 million, off 15% from the prior-year period. For the full year, intermodal revenues were \$1.5 billion, down 26% compared with 2008. Railway operating expenses were \$1.6 billion for the quarter, 8% lower compared with fourth-quarter 2008. *[Railway Age Rail Group News]*

Norfolk Southern Facilitates \$3.1 Billion in Industrial Investment Along Rail Lines in 2009

NORFOLK, VA. – Norfolk Southern Corporation participated in the location of 70 new industries and the expansion of 23 existing industries along its rail lines in 2009.

New plants and expansions represented an investment of more than \$3.1 billion by Norfolk Southern customers and are expected to create 3,000 jobs in the railroad's territory, eventually generating more than 138,500 carloads of new rail traffic annually.

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

"The energy sector anchored our results during 2009," said Newell Baker, assistant vice president industrial development. "Our group assisted in the location or expansion of 24 energy related facilities in 12 states across our service area. Ethanol production and distribution accounted for the lion's share of energy projects, with 11 new and expanded facilities that began to receive NS rail service in 2009."

The balance of other projects secured during 2009 was distributed among several of the broad product areas Norfolk Southern serves.

Norfolk Southern works with state and local economic development authorities on projects involving site location and development of infrastructure to connect customers to its rail system and provides free and confidential plant location services, including industrial park planning, site layout, track design, and logistics assistance. During the past 10 years, Norfolk Southern's Industrial Development Department has participated in the location or expansion of 1,084 facilities, representing an investment of \$23.9 billion and creating nearly 50,000 customer jobs in the territory served by the railroad. *[Norfolk Southern Corp.]*



NJ Transit Hires New Executive Director

NJ Transit board members approved the appointment and contract of former Transportation Commissioner James Weinstein as the state commuter agency's new executive director Jan. 28, the Asbury Park Press reports. Weinstein was nominated by Gov. Chris Christie earlier this month. The contract is effective Jan. 30. Former executive director Richard Sarles is retiring.

Officials cited Weinstein's extensive experience in transportation, having served as state Transportation Commissioner from 1998 to 2002. After leaving the DOT, Weinstein served as senior vice president of Amtrak's Northeast Corridor. After that he served as senior vice president of AECOM, a global transportation consulting and engineering firm and was responsible for the firm's highway and bridge projects throughout the United States.

[Railway Age Rail Group News]



Silverliner V Cars Move Closer to Revenue Service

SEPTA's new Silverliner V cars are edging ever closer to revenue service. After a long period of testing and troubleshooting in South Korea, pilot cars 701 and



801-802 were to be shipped to Philadelphia in early January. They should be delivered to SEPTA sometime in March to begin a series of tests, nine months behind the original schedule. The

Hyundai plant in Changwon continues to turn out unfinished car shells at the rate of about nine per month for shipment to the final assembly location in South Philadelphia. As of late December nine production car shells were in the assembly plant, with another shipment of nine car shells due to arrive in Philadelphia in mid-January. A fourth shipment of nine car shells will accompany the three pilot cars on the same vessel. By February 1 it is expected that a total of 37 car shells will have been shipped from South Korea. The first production car is due to be released from the Philadelphia assembly plant this June, with delivery of the 120th and last car projected for March 2011.

The first Silverliner V's to be delivered will feature the half-cab operating compartment as originally designed, but SEPTA train

engineers have consistently opposed this configuration. SEPTA officials concede that the issue of cab size has not been fully resolved, and that the cars could be modified to contain a full-width cab (which would mean the loss of one passenger seat per cab). In any event, when the V's enter revenue service they will *not* be run in mixed consists with the Silverliner IV's due to differences in door controls and many other inconsistencies.

[Philadelphia Chapter, CINDERS]

SEPTA Moving To Drop Rail-Line Initials

Soon it may be time to say goodbye to SEPTA's R5 Regional Rail line. And the R3. And every other "R" line. SEPTA won't get rid of the lines, just the R's.

The transit agency is making plans to replace the R designations with the ultimate destination names. So, the R8/Chestnut Hill West would become simply the Chestnut Hill West line, and the R8/Fox Chase would become just the Fox Chase line. SEPTA says visitors and infrequent riders sometimes get on the wrong trains, confused by different lines with the same R designations.

If SEPTA follows through with the proposed name changes, they likely would be made in late July. Harry Garforth, SEPTA's manager of rail planning, described the changes at a meeting of the SEPTA Citizen Advisory Committee's Regional Rail subcommittee.

SEPTA spokesman Richard Maloney said no final decision had been made to remove the R designators. "It's something we're leaning toward, but it's still under active discussion," he said.

Currently, SEPTA's 13 train routes are labeled R1 through R8, except that there is no R4. And there are two different final destinations for each R route, except for the R1 line, the airport branch. For instance, some R3 trains terminate at Media or Elwyn in Delaware County. Other R3's run to West Trenton. Regular commuters know the difference between the R3/Media-Elwyn line and the R3/West Trenton line, but SEPTA says passengers unfamiliar with the system can easily end up on the wrong train.

The R designations were created when SEPTA completed the Center City Commuter Tunnel in 1984, connecting the former Pennsylvania and Reading systems. Instead of terminating at Suburban Station or the Reading Terminal, trains could operate through to the other end of the line. An R7 train could run from Trenton to Chestnut Hill East, for example. But today, most rail trips don't run from one end of a line to the other. Only 33 percent of weekday trips are end-to-end runs, according to SEPTA. Many trains go to Center City, then to a rail yard to be sent out on another line. And 19 percent change R designations as they leave Center City without stopping in a yard.

[Paul Nussbaum-Philadelphia Inquirer]



PRR, PRSL & LIRR EVENTS IN MARCH

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

Mar. 21, 1905 - Flood destroys bridge over mouth of Conestoga Creek at Safe Harbor, Pa., on Columbia & Port Deposit Branch; line closed between Pequea and Washington Boro; PRR uses closure to work on Atglen & Susquehanna Branch.

Mar. 13, 1907 - "J" Interlocking placed in service at Lemoyne, Pa. (new machine).

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

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

Mar. 4, 1919 - LIRR Board authorizes abandonment of Huntington Railroad trolley line.

Mar. 1, 1925 - The Savarins, Inc. assumes operation of restaurant at Penn Station from PRR Dining Car Dept.; subsequently takes over operation of all station restaurants south to Washington and west to Pittsburgh.

Mar. 25, 1930 - PRR announces that it has completed acquisition of \$6.8 million worth of real estate for 30th Street Station project; city has paid \$3.2 million.

Mar. 12, 1933 - Philadelphia's 30th Street Station lower level opens for New York-Washington trains (2 tracks only) at 12:01 AM; West Philadelphia Station closes at midnight of Mar. 11; cab signals installed on "River Line" through 30th Street between "ZOO" and "ARSENAL".

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. 1940 - First of fifth lot of 20 GG1's, No. 4889, built at Juniata.

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. 13, 1950 - PRR inaugurates new sleeping car between Harrisburg and Erie on *Southern Express/Northern Express* No. 580-581.

Mar. 23, 1955 - Pres. Symes announces that PRR will buy a Budd lightweight "tubular train."

Mar. 15, 1960 - Delair Bridge cut at 9:00 PM to permit replacement of swing span with wider vertical lift span to permit large ore carriers to reach U.S. Steel's Fairless Works.

Mar. 15, 1965 - First concrete poured for grade-level slab that will support Madison Square Garden over Main Waiting Room floor; upper portion of Main Waiting Room then demolished.

Mar. 3, 1966 - First three GG1s retired; #4804, #4831, #4847.

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 03-10

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

Saturday, March 6, 2010

Fund Raising Banquet at Columbia Station (former Reading Company Phoenixville Station), Four Bridge Street, Phoenixville, Pa. by the Reading Company Technical & Historical Society. James D. Porterfield, Guest Speaker. \$45 per person. Benefits the restoration of the Society's Café Car *Schuylkill*. Info: www.readingrailroad.org.

Saturday and Sunday, March 6-7, 2010

Greenberg Train Show at the Lancaster County Convention Center, 3 East Vine Street, Lancaster, Pa. Info: www.trainshow.org.

Saturday, March 20, 2010

EASTRAIL 2010 multi-media railfan presentation at the Warren Hills Regional High School, 41 Jackson Valley Road, Washington, Warren County, NJ by the United Railroad Historical Society of New Jersey. Info: www.urhs.org.

Saturday, March 20, 2010

24th Annual Harrisburg Railroad Show & Collectors Market at the I.W. Abel Union Hall, 200 Gibson Street, Steelton, Pa. Sponsored by the Harrisburg Chapter, N.R.H.S. Info: Mark Irvin, 717-732-3867.

Friday through Sunday, March 26-28, 2010

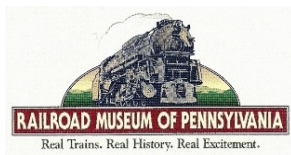
Valley Forge Prototype Modelers Meet at the Desmond Great Valley Hotel and Conference Center, One Liberty Blvd., Malvern, Pa. by the Philadelphia Division, NMRA. Info: www.phillynmra.org.

Thursday through Saturday, April 8-10, 2010

Spring Board of Directors' Meeting in Huntington, WV hosted by the Collis P. Huntington Chapter.

Saturday and Sunday, April 10-11, 2010

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



ROUTE 741 EAST, STRASBURG, PA.

WWW.RRMUSEUMPA.ORG

717-687-8628

Through Friday, December 31, 2010

Trains In Motion Pictures Exhibit

Sunday, March 14, 2010

Charter Day

Friday through Sunday, May 21-23, 2010

Conrail Days

Friday through Sunday, June 4-6, 2010

Pennsy Days

Saturday, June 12, 2010

MA and PA Railroad Day

Wednesday through Monday, June 30 through July 5, 2010

Reading Railroad Days



Riding the Reading...

Reading Company events in March

Mar. 1, 1910 - Contract date to build new interlocking at L&T Jct., Lebanon.

Mar. 26, 1910 - Large fire at Broad and Huntingdon Streets diverts trains to Subway Route.

Mar. 19, 1930 - Various groups in southeastern Pennsylvania conduct campaign to keep Reading-CNJ independent of B&O.

FEBRUARY, 2010

CHAPTER MEETING MINUTES

The February 15, 2010 Chapter Membership Meeting was cancelled due to inclement weather. Accordingly, there are no Chapter Meeting Minutes to report.



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS



Reading & Northern Acquires Towanda-Monroeton Short Line

The Reading Blue Mountain & Northern Railroad Co. (RBMN) recently acquired the Towanda-Monroeton Shippers Lifeline Railroad Inc., which operates a six-mile line between Towanda Borough and Monroeton, Pa.

The 300-mile RBMN will own a 1.5-mile section of the line and Shaffer's Feed Service Inc. will continue to own the remainder, but RBMN will provide service on the entire six-mile route. RBMN will interchange with Lehigh Railway L.L.C., which leases a Norfolk Southern Railway line that connects with Towanda-Monroeton Shippers Lifeline.

The Towanda-Monroeton short line is centrally located for traffic opportunities associated with natural gas production at the Marcellus Shale, said RBMN President Wayne Michel in an email. For example, shippers have expressed interest in moving frac sand — or sand used in hydraulic fracturing operations for oil and gas wells — along the line, he said. [Progressive Railroading]



Norfolk Light Rail To Begin Service Spring/Summer 2011

Light rail trains will be running in the spring or summer of 2011, Hampton Roads Transit's new CEO and president Phil Shucet told Norfolk, Va., City Council

members Feb. 9, local media report. It's the first estimate from HRT for completion of The Tide since a series of cost overruns and construction delays were revealed in December.

The project is 61 percent complete, with major construction expected to be "substantially complete" in July. *[Railway Age Rail Group News]*

A New Print For Reading T1 Fans



Peter Lerro has released a new print entitled "Iron Horses of the Reading Rambles" featuring Reading T1 Nos. 2124 and 2100, shown prior to an "Iron Horse Ramble" autumn excursion in the early 1960s.

A 50th Anniversary tribute to the "Iron Horse Rambles", the print measures 22x18 inches and lists for \$40.00. Further information is available at www.lerroproductions.com.

Local Artist Sculpts Life-Size Locomotive Out of Snow



NORWOOD, N.Y. -- One tiny North Country village is being reminded, in a big way, of its history. "This whole community is the railroad," said artist Michael Tuper. Local artist Michael Tuper sculpted a life-size locomotive out of snow. And now frozen

solid, it's an impressive work of art.

Norfolk community member Jean Grady said, "It's a great big train made out of ice. I thought it was just a small thing, but it's big, it's big, it's remarkable." It's 160 feet long and 16 feet tall, an exact replica of the last steam engine that rolled through Norwood before its tracks were shut down in the 1960s.

Tuper said, "This is where all the trains came back in the day. There are five or six rails that came through here and dropped coal off down in the back behind the train."

But bringing that history back to life wasn't so easy to do. "There was a picture that I just looked at. It was actually headed the opposite way, so I had to turn it around in my head and make it like this," said Tuper. The project took about a month to complete and the community is now turning out to see the finished product. *[Sarah Hagen - News 10 Now, Syracuse, NY]*



Florida Governor Gives Support For Jax-Miami Rail Line

Florida Gov. Charlie Crist said that he plans meetings today with political and financial institutions in South Florida that are interested in bringing to life the long-gone Jacksonville-to-Miami passenger route along Florida East Coast Rail Road tracks, the *St. Augustine Record* reports.

"In the spirit of Henry Flagler, we need to re-ignite the effectiveness of FEC," Crist said.

Passenger service along the state's east coast ended in 1968 after a rail strike.

The state recently applied for \$200 million in federal stimulus funds to restart that service, but that request was denied last week. However, Florida did receive some of the federal government's \$8 billion in high-speed rail funds for the Tampa-to-Orlando bullet train, and Seventh District Congressman John Mica, R-Winter Park, said he believed the coastal line appropriation would be approved next year. *[Railway Age Rail Group News]*

THIS MONTH'S BANNER PHOTO

Builders photo of a pristine A-B-A set of new Electro Motive Division F7 Demonstrator locomotives at the EMD plant in LaGrange, Illinois in 1950.

OPERATION LIFESAVER REMINDS YOU...



Look Both Ways! Always expect a train. Trains can run on any track, at any time, in either direction. After a train passes, look both ways before proceeding.

December 10, 1955

GM Power Opens New Horizons

HERE COMES TOMORROW --- FAST !

TO HELP railroads solve the problem of a \$700 million yearly loss in passenger service, Electro-Motive engineers have designed and built a new lightweight train that promises to revolutionize travel by rail.

Pulled by a General Motors Diesel locomotive, this new 10-coach Aerotrain brings an entirely new concept of speed, comfort, safety and economy to rail travel. It's light, lower and faster—and a novel Air-Suspension system gives you the smoothest, most comfortable ride you've ever had.

Forty passengers per coach travel in air-conditioned comfort at sustained speeds of 100 miles an hour and better.

To permit this greater speed, with safety, the center of gravity is much lower than standard trains (only 48 inches above the rails). Yet you ride at a high level for a good view of the scenery.

With steel underframe and aluminum body, the train is 50% lighter than conventional trains. It costs much less to build and much less to operate.

Two of the Aerotrains will be touring America's leading railroads. Be sure to see one when it comes to your town. It's something really new in railroading!

GM
GENERAL MOTORS
POWER
FOR YOU

Electro-Motive Division
GENERAL MOTORS • LA GRANGE, ILLINOIS
Home of the Diesel Locomotive
In Canada: GENERAL MOTORS DIESEL LTD., CANADA, ONTARIO
Offices: New York, Chicago, Jacksonville, St. Louis, San Francisco

**ELECTRO-MOTIVE DIVISION ADVERTISEMENT FOR THE AEROTRAIN DATED
DECEMBER 10, 1955**



YOUR ATTENTION PLEASE

Have you paid your dues?

If we have not yet received them your name appears in red in the address and this will be your last issue of the *Lancaster Dispatcher*.

Please remit them so that we receive them prior to March 8, when the next report to National is due. This will prevent your receiving a second notice from National.



SNOW – NOT SAND
PHOTO BY MARLYN GEESEY
CAPE MAY SEASHORE LINES
TUCKAHOE STATION
JANUARY 30, 2010
CHAPTER WINTER RAIL TRIP

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

CHAPTER FUND-RAISER TRIP ANNOUCED

CALL FOR INFORMATION!

Norwegian Cruise Line – Northern European Capitals from London
Copenhagen, Berlin, Tallinn, St. Petersburg, Helsinki and Stockholm

NCL's Norwegian Sun – 13-Day Northern European Capitals Sailing from London

Air/Cruise Dates – Thursday, August 26, 2010 to Wednesday, September 08, 2010

Travel Arrangements by:

Ridgeway Travel – 798 B New Holland Avenue – Lancaster PA 17602-2137 – (717) 394-7000

Lancaster Chapter NRHS Trip Committee

(Questions? – Please call between the hours of 9:00AM and 8:00PM)

Dennis & Sue Allen at (717) 786-4932

Ron & Deb Irwin at (717) 299-6405

March 15, 2010 – Monday 7:30pm – Board meeting at Christiana Freight Station

Sunday Meeting In March

March 21, 2010 – **Sunday** – 3:00pm – Chapter Meeting - Christiana Freight Station

Doors Open at 2:00pm

Meeting at 3:00pm

Glenn Kendig will have slides from Warren Habecker's Collection

April 12, 2010 – No Board Meeting

April 19, 2010 - Monday 7:30pm - Chapter Meeting - Christiana Freight Station

Jack Stoner – Slide presentation “ Appalachian Sojourn “
Clinchfield Railroad

Chaplain Contact Information

Doris Geesey

Phone (717) 347-7637

Email – rscooter2@comcast.net

Please keep our chaplain informed!

LANCASTER CHAPTER BOARD of DIRECTORS

President:	Tom Shenk	717-560-1186
1st Vice President:	Fred Kurtz	717-625-1204
2nd Vice President:	Glenn Kendig	610-593-6313
Secretary:	Donetta Eberly	717-866-5514
Treasurer:	Leora Kennel	610-593-6592
Editor:	Ed Mayover	302-834-3662
Historian:	Evan Russell	610-269-7054
Chaplain:	Doris Geesey	717-347-7637
1st Director:	Cindy Kendig	610-593-6313
2nd Director:	Tom McMaster	717-274-5325
National Director:	Harold Shaak	717-484-4020

MEMBERSHIP MEETING NOTICE

The SUNDAY Membership Meeting of the Lancaster Chapter, NRHS will be held at the Christiana Freight Station, Christiana, Pa. on Sunday, March 21, 2010, starting at 3:00 P.M.

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY**


**10 Railroad Avenue
Christiana, PA 17509-1416
610-593-4968**

The **LANCASTER DISPATCHER** is published monthly as the newsletter of the Lancaster Chapter, NRHS and is mailed to each member of the Chapter as one of the benefits of membership. Annual membership dues are \$56 (includes both Lancaster Chapter and National). Opinions and points of view expressed herein are those of the editor, staff or contributors and not necessarily those of the membership, officers, or the NRHS. The deadline for all items submitted is the fourth Monday of the preceding month. Address changes or corrections should be sent to: Fred Kurtz, 668 Snyder Hill Rd., Lititz, PA 17543-8945 or email: fkurtz@fredbkurtz.com

**PLEASE DELIVER PROMPTLY !!!
FIRST CLASS MAIL !!!**

**LANCASTER DISPATCHER
EDITOR
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416**

**FIRST
CLASS
MAIL**