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LEARNING FROM THE KEYSTONE CORRIDOR

We can expect modest jumps in ridership after investing in relatively minor rail line upgrades

In 2006, Amtrak and the Pennsylvania Department of Transportation completed work on improvements to the Keystone Corridor, which runs 104 miles from Philadelphia to Harrisburg. The \$145 million project increased top speeds to 110 mph and allowed for full electric operation, making it possible to run trains reliably from New York's Penn Station. The line now offers 14 weekday round trips between Harrisburg and Philadelphia and 1 hour, 35 minute trip times between the city centers on express trains (compared with two hours previously), with local routes making the journey in up to 1 hour, 55 minutes. The improvements on the Keystone demonstrate the small gains that can be garnered from making rail services more time competitive.



The upgrades to the route have allowed Amtrak to increase passenger totals significantly over the past two years. Though Keystone ridership has been on the rise since 2003, its 20% growth in 2007 and 2008 vastly outpaced that of the Amtrak system as a whole. Overall, the corridor attracted 1.2 million people in 2008, compared with 400,000 in 1998; it now represents 4% of total U.S. intercity rail ridership, compared to 2% ten years ago. It is reasonable to assume that the increase in number of users is a reflection of the improved services provided after the renovation. In addition, the uptick in ridership and the switch to electric operation have provided a number of benefits, namely an increase in revenues and a decline in per-passenger government subsidies. Fare revenue increased from about \$2.4 million in

2005 to \$7.2 million last year. Subsidies decreased from about 27¢ per passenger mile in 2005 to about 20¢ in 2008. This is clear evidence of the benefits of rail investment — as more people take advantage of a line, Amtrak is able to save money per passenger mile.

According to the 1995 American Travel Survey, the most recent data available, travel between the Philadelphia and Harrisburg metro areas was the 17th highest of all metro pairs in the U.S. — with slightly less travel than between Boston and New York! Travel between Harrisburg and Washington and New York was relatively high as well. This should be a well-used train line. But Keystone remains a subsidized train: last year, the Commonwealth of Pennsylvania provided almost as much in operations aid to the line as passengers contributed in fares. Despite the capital investment, this train line will never reach a fare/passenger volume equilibrium that will allow it to be profitable.

Keystone's example, though relevant to other corridors, is somewhat of an exception. The investments made in 2005 and 2006 on catenary upgrades and track replacement were made in the context of an already high-quality line. The corridor between Harrisburg and Philadelphia is owned by Amtrak, and electrification along the whole line was in place by the end of the 1930s. Though the corridor was once fully four-tracked, it continues to offer at least two tracks along its entire route. There are few rail corridors in the U.S. that offer similar conditions today. Confounding matters, most are owned by freight railroads, making improvements a difficult process. As a result, the \$145 million spent by the Commonwealth of Pennsylvania on the project would likely buy fewer improvements in other states.

Even so, the experience with the Keystone Line is indicative of the kind of ridership improvements we'll get with other 110 mph "high-speed" investments being proposed for places like Illinois or the Southwest. In other words, there might be a doubling of ridership over ten years, but no huge mode shift. Unlike true high-speed rail operating at speeds upwards of 200 mph, trains traveling at 110 mph *maximum* can hardly compete with automobiles. Driving between Philadelphia and Harrisburg takes about two hours — from origin to destination. If the Keystone train, operating as an express, takes an hour and a half in *train travel alone*, there is no overall time advantage for the train: this is a major hindrance to increasing ridership. A true high-speed train, operating at an average speed of 130 mph, would cover the distance between the cities in 48 minutes and attract enough ridership to make the line operationally profitable.

Nonetheless, it is clear that even minor investments such as those completed in Pennsylvania do improve conditions for riders, make train travel more effective, and reduce subsidies per passenger. [The Transport Politic]



MAY 1, 1971 - AMTRAK 39TH ANNIVERSARY - MAY 1, 2010





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



Amtrak Boss: 'I Want To Do Real Stuff'

CHICAGO - Amtrak President Joseph Boardman listened to critics today, but insisted his company must stick within the realm of the possible at a forum co-sponsored by Amtrak and TRAINS magazine. Roughly 250 attendees showed up to hear Boardman, his senior staff members, and board chairman defend actions, detail their recently released fleet renewal plan, and reveal new initiatives at the Merchandise Mart.

John O'Connor, the railroad's chief of police, defended criticism of Amtrak's policy toward photography on station platforms as a necessary step to prevent terror attacks. In a move to ingratiate himself to railfans and improve security, though, he announced he's contacted BNSF Railway's chief of police to seek advice on a policy to enlist railfans in security efforts. The freight railroad's Citizens for Rail Security program gives railfans cards they can use to identify themselves, which also guides them in reporting suspicious activity or safety problems.

Amtrak's photo policy, announced last year, set off a firestorm among railfans, as it defines station platforms as "restricted areas" where casual photography isn't permitted. O'Connor said the policy isn't aimed at stopping photography, but getting railfans to alert railroad employees before taking pictures. Some questioners balked at that, saying "overzealous" officers or ticket agents often veto photography. O'Connor called it a training issue, saying, "We've got to get that word out to the people that are receiving the prior notice" from photographers.

Other questioners pointed out that Amtrak employees aren't always available to notify. O'Connor said he'd consider establishing an 800 number as part of Amtrak's BNSF-inspired photographer enlistment program.

Amtrak asked Chris Jagodzinski, its senior director for system operations, to discuss the fleet plan. He said the railroad's "Heritage" equipment, with build dates as early as 1948, illustrates the greatest need. "We don't want 60-year-old equipment," he said. "The passengers don't want it, and we don't want to maintain it." He noted Amtrak's average fleet age is older today than it was at startup in 1971. The fleet replacement plan will see the fleet completely made over during the next 40 years.

Emmett Fremaux, Amtrak's vice-president for marketing and product development, discussed the future of long-distance trains. He noted the Passenger Rail Investment and Improvement Act of 2008 directed the railroad to expand shorter-distance corridor services, and that expansion in future years would center there.

However, he said Amtrak's long-distance trains tie the network together, and that efforts would be made to improve them. He noted the proposal, which has board approval, to replace the three-times-weekly *Texas Eagle* and *Sunset Limited* with one train that would operate daily between Chicago and Los Angeles via San Antonio, Texas. He said expanded wireless broadband Internet access, recently implemented on the Northeast Corridor, would be a likely addition to long-distance trains.

If one theme recurred throughout, it was: How about new services? Attendees suggested new Chicago-Florida, Chicago-Indianapolis, Chicago-Minneapolis, and additional international routes. The response: It's up to the states to take the lead. And Boardman emphasized he wants to see existing services improved before new services are added.

"This country builds stuff, including Amtrak, then walks away from it and doesn't give it the support it needs," he said. "I want to do real stuff."

The forum remained cordial throughout, with Boardman physically embracing TRAINS columnist Don Phillips, who blasted Boardman in a recent column. "My name for him is Uncle Don," Boardman told the crowd, "because Don occasionally has advice for me."

Attendees hailed from 28 states, and Boardman described the event as a "spirited" dialogue on Amtrak's future. "It is important for Amtrak senior management to hear directly from people who care deeply about improving and growing passenger rail in this country," he said. "Listening to their opinions and viewpoints with open ears and respect is crucial, because their support matters in determining how passenger rail moves forward."

As the forum wrapped up, Boardman announced a surprise: The first P40 diesel and three passenger cars restored with federal stimulus funds were on display at Chicago Union Station. Attendees filed out and walked the eight-tenths of a mile to the station, where they were allowed to walk through the refurbished equipment. [*TRAINS News Wire* - March 6, 2010]

Performance Improvement Program Pays Off, Amtrak Says

Ridership on Amtrak's long-distance trains continues to rise as the national intercity passenger railroad continues to implement the multi-year Route Performance Improvement (RPI) program.

In fiscal-year 2009, Amtrak's 15 long-distance trains registered ridership of 4.2 million, up slightly from FY2008's 4.17 million, but up 13 percent from FY2006's 3.7 million, the railroad announced on Monday. In addition, Amtrak's on-time performance improved from FY2006's 30 percent to 75.1 percent in FY2009.

The turnaround, in part, can be attributed to the RPI process Amtrak initiated in 2007, according to the railroad. The process focuses on all elements of train service on several routes, such as employee-passenger interactions, staffing levels, food service and amenities, equipment cleanliness and reliability, stations and schedules.

Amtrak currently is working on a plan to improve the performance of the *Sunset Limited*, which operates between Los Angeles and New Orleans, and increase service from tri-weekly to daily. The railroad plans to extend the daily *Texas Eagle* running between Chicago and San Antonio to L.A., and establish connecting service between New Orleans and San Antonio. The change would trim transit time to the West Coast by seven hours, increase ridership by more than 100,000 and improve financial performance, Amtrak officials said in a prepared statement.

This year, Amtrak has worked to expand the RPI process to evaluate additional financial and operational issues, and continue to measure customer satisfaction. The railroad is focusing on the five poorest-performing long-distance routes: the *Sunset Limited*; *Texas Eagle*; *Cardinal* between Chicago, Cincinnati and New York City; *Capitol Limited* between Chicago and Washington, D.C.; and *California Zephyr* between Chicago and Emeryville, Calif. [*Progressive Railroading*]

Amtrak Launches Twitter Page

Amtrak recently launched a Twitter page to help keep passengers informed and to reach a new audience.

By following @Amtrak on Twitter, riders will be able to learn the latest

news on service enhancements, promotions, special offers and events. Amtrak also hopes to be able to respond to passenger comments and service-related inquiries, in addition to asking questions and soliciting feedback. The launch of the Twitter page marks an expansion in Amtrak's social media initiatives. A year ago, the national intercity passenger railroad launched a Facebook page. [*Progressive Railroading*]

Design Contract Signed For Moynihan Station

The architecture firm Skidmore, Owings & Merrill has signed a contract with the Moynihan Station Development Corporation to start design work on the first phase of the new Moynihan Station in New York City, the *New York Times* reports. The project, which was proposed by and later named for Senator Daniel Patrick Moynihan, calls for converting the Beaux-Arts James A. Farley Post Office - across Eighth Avenue from Pennsylvania Station - into a train station. Skidmore has been working on the project since the 1990s, producing several versions of it. Phase 1 includes extending the west-end concourse beneath the post office to allow access to additional tracks, improving platform ventilation and signal work and upgrading the connector between the post office and Penn Station under 33rd Street.

The project will also add two entrances flanking the post office's grand stair on the west side of Eighth Avenue, along with escalators and elevators leading to Amtrak platforms. [*Railway Age Rail Group News*]

Amtrak Marks Creation of High Speed Department

In a letter addressed to company employees, Amtrak President Joe Boardman announced the creation of a High-Speed Rail Department, to be led by a vice president reporting directly to Boardman himself.

"Specifically, this department will work on the planning and development activities that will allow us to significantly increase operating speeds above 150 mph (240 kph) on the Northeast Corridor," Boardman wrote. "It will also pursue partnerships with states and others in the passenger rail industry to develop federally-designated high-speed rail corridors such as the new projects moving forward in California and Florida."

"Amtrak's leadership in this area is reaffirmed in the Passenger Rail Investment and Improvement Act of 2008 and we must make every effort to remain in that position," Boardman noted.

"The increasing demand for passenger rail service means we will face new competition from companies all over the world, but we have several strategic advantages that we must not waste. We have assets, partnerships, and knowledge that others do not. And most importantly we have an extremely skilled team of employees that is unmatched," Boardman said. [*Railway Age Rail Group News*]

Amtrak Seeks \$446 Million for Equipment

Amtrak is asking Congress to approve another \$446 million this year for the nation's passenger rail system to order new locomotives and rail cars, on top of a \$2.1 billion budget it previously offered for the 2011 fiscal year that begins in October.

Joseph Boardman, Amtrak's president and CEO, told Congress this extra funding would "address our most urgent unfunded need, replacement of our aging fleet." That includes "replacing the hard-run electric locomotives that operate on the Northeast Corridor," he said, and retiring old passenger cars built in 1948 through 1956.

The extra \$446 million Amtrak wants to spend in the coming year, Boardman said, "will fund the procurement of American-made equipment that will replace these obsolete cars and worn-out locomotives."

The earlier budget includes \$1.02 billion in capital investments. While the Obama administration is pushing a major inter-city and high-speed

passenger rail program, Amtrak's equipment plan would replace its entire fleet between now and 2040, Boardman said.

At a time when a long and deep freight rail recession has left many equipment builders with slack manufacturing capacity and thin order books, Boardman said "it is . . . vitally important that we begin the process of seeding the industry and replacing obsolescent equipment now."

He said Amtrak's equipment purchase program would help "to develop a domestic rail manufacturing capability . . . by projecting long-term, large-scale procurement streams that will nurture and sustain suppliers."

A number of freight rail suppliers are shifting their product mix to win some of the business that will be created by the Obama passenger rail programs. That comes as freight railroads, their customers and the giant lease fleet operators still have hundreds of thousands of railcars idled from lack of cargo demand, along with thousands of heavy-duty locomotives.

Amtrak, however, had its second-highest ridership ever in 2009, Boardman said, and this year's fiscal first quarter was the strongest first quarter in its history.

Its total fleet replacement plan through 2040 would cost \$23 billion in 2009 dollars and is projected to cost \$46 billion over time with inflation. For just the next 14 years, Amtrak says it needs to buy 70 new electric locomotives and 264 diesels, plus 25 high-speed train sets and 1,200 passenger cars. [*John D. Boyd - The Journal of Commerce*]

"Flash Mob" Strikes 30th Street Station

PHILADELPHIA - More than 500 people flooded Philadelphia's 30th Street Station April 1 (April Fool's Day) and froze in place for three minutes, the *Philadelphia Inquirer* has reported. The "flash mob" caught passengers by surprise.

"I watched the faces of the people getting off the train," said Jean Smith, 63, a commuter who knew a prank was planned at the station. "They were shocked."

Amtrak police estimated the flash mob at between 500 and 600 people. Drexel University students planned the event. Participants pretended to play musical instruments, toss a football, or read a newspaper; one man was on a bended knee, pretending to be proposing to another man and holding a roll of toilet paper in place of a ring.

When the three minutes were up, the crowd cheered and applauded.

[*TRAINS News Wire*]



CSX Announces 22% Increase in First Quarter Earnings Per Share from Continuing Operations

JACKSONVILLE, Fla., April 13, 2010 --CSX Corporation (NYSE: CSX) today announced first quarter earnings per share from continuing operations of \$306 million, or 78 cents per share, versus \$254 million, or 64 cents per share, in the same period last year. This represents a 22 percent year-over-year improvement in earnings per share from continuing operations.

"CSX drove strong efficiencies in its operations and produced outstanding results as the economy continued to recover," said Michael J. Ward, chairman, president and chief executive officer. "We are particularly proud of our excellent safety performance in the quarter, as our employees achieved record results in one of America's safest industries."

Revenue in the first quarter increased 11 percent from the prior year, to nearly \$2.5 billion, with gains across most of the company's markets. The combination of higher revenues and productivity also resulted in a record first quarter operating ratio of 74.5 percent and record first

quarter operating income of \$634 million.

"Our focus on safety, service and productivity has positioned CSX to produce strong results as the recovery continues," Ward said. "These results will enable the company to continue investing in its business to support the nation's growing demand for freight transportation, while driving shareholder value."

CSX has invested approximately \$5 billion in its network over the past three years, and is investing another \$1.7 billion in 2010. *[CSX Corp.]*

CSX CEO Michael Ward Sees Moderate Traffic Improvements

There isn't any evidence to suggest a double-digit volume increase by year's end, but traffic is increasing in every segment — including coal — so a mid-single-digit gain vs. 2009's level is plausible, said Ward. Coal traffic is looking more favorable for CSX than it did in late 2009 and early 2010 because of cold winter weather in the East and natural gas prices that haven't dipped as low as projected. In addition, CSX recently won a contract to move metallurgical coal that's exported to China.

"In my 33 years here, we have not had export met coal to China," he said. "China has swung from an exporter to importer the last few years."

The key to an overall traffic surge, as usual, will be a boost in consumer confidence, said Ward. A healthier Wall Street, lower unemployment rate and shift in consumers' mind-set would help, he believes.

[MyProgressiveRailroading.com]

CSX Intermodal Wins Landstar Honor

JACKSONVILLE, Fla., April 19, 2010 --CSX Intermodal (CSXI) has received the 2009 Intermodal Carrier of the Year award from Landstar System, Inc.

Criteria for winning the award include requirements for on-time service, equipment availability and condition, ease of doing business, sales support and customer service responsiveness, and the number of shipments handled and associated claims ratio. CSXI was selected out of other companies who use major U.S. railroads to transport intermodal containers and allied service providers. In making the selection, Landstar surveyed its independent agents who handle intermodal shipments.

"On behalf of CSX Intermodal, I am proud to accept this esteemed award," said CSXI President Jim Hertwig. "This illustrious honor reflects CSXI's goal of delivering consistent, safe and reliable service to Landstar and its agents. We appreciate the continued recognition of our efforts, and we look forward to another successful year in 2010."

"Landstar's success is the result of the combined achievements in our independent agent family, Business Capacity Owners, employees and third-party capacity providers," said Landstar Chairman, President and CEO Henry Gerkens. "We are pleased to honor our third-party capacity providers."

The award was presented at Landstar's Annual Convention in Orlando, Fla. *[CSX Corporation, Inc.]*



NS To Pay \$4 Million In Federal Fines For Graniteville Accident

Norfolk Southern Railway has agreed to pay \$4 million in federal fines to resolve alleged Clean Water Act and hazardous-material law violations associated with a 2005 train accident and chlorine spill in Graniteville, S.C., the U.S. Justice Department and U.S. Environmental Protection Agency (EPA) announced.

On Jan. 6, 2005, a NS train derailed in Graniteville, puncturing tank cars that released chlorine gas. Nine people died as a result of chlorine exposure, hundreds more sought medical care because of respiratory distress and more than 5,000 residents evacuated an area within one

mile of the derailment, according to the EPA. In addition, two locomotives involved in the accident leaked diesel fuel, a portion of which flowed into Horse Creek, the agency said.

Under the settlement terms, NS will provide incident command system training to environmental and transportation personnel; stock a nearby pond with at least 3,000 fish to replace those killed by the chlorine spill; and post a telephone number for the National Response Center to facilitate spill reporting. The settlement also includes a supplemental environmental project valued at \$100,000 through which vegetation will be planted along the banks of Horse Creek to decrease erosion and sedimentation, the EPA said. *[Progressive Railroading]*

Norfolk Southern's Greencastle Project On Track

Norfolk Southern will break ground on its Greencastle, Pa., intermodal rail facility this summer despite news coming from Capitol Hill, a spokesman said, the Herald-Mail reports. The mix of proposed legislation and funding denials that is troubling company executives and local legislators has yet to slow the Greencastle project, said Rudy Husband, director of public relations for Norfolk Southern.

In February, the U.S. Department of Transportation denied stimulus money to Pennsylvania facilities proposed along the company's Crescent Corridor. Only intermodal facilities in Tennessee and Alabama received Transportation Investment Generating Economic Recovery (TIGER) funds.

While, in general, the company was satisfied with the grant award, Husband said it had hoped that Pennsylvania, which took the lead in applying for TIGER money, would reap a similar reward.

As the company seeks other streams of public revenue and pushes forward with the Greencastle project, U.S. Rep. Bill Shuster, R-Pa., warned that Congress could derail its efforts. Shuster, who is a major supporter of the Greencastle facility, said in an opinion column in "The Hill" that the rail industry is "in Congress' cross hairs" for re-regulation.

Legislation introduced by House and Senate Democrats in 2009 would allow rail customers to more easily challenge transportation rates and would subject the railroad industry to stiffer antitrust scrutiny. Calling the legislation "re-regulation," Shuster said if Congress re-regulates rail, "it will be a matter of time before our once self-reliant railroads are forced to rely on taxpayer dollars to invest in infrastructure and safety improvements as federal mandates mount." Because the legislation is pending, it is unclear what effects it could have on existing rail projects, Husband said.

"The proposed re-regulation of the rail industry could have a disastrous effect on investment in railroad infrastructure," he said. "But since the bill has not been passed, it is impossible to say how projects currently under way, such as Greencastle, could be affected."

Shuster said the legislation could "erase 30 years of positive growth and threaten to reduce the railroads to ruinous decreases in services and disinvestment not seen since the 1970s."

However, Jeff Urbanchuck, a spokesman for Shuster, said that neither of the two bills has been re-introduced in the current session.

[Railway Track and Structures]

In Memoriam: NS logo, 'Thoroughbred' Brand Architect H. Pier Clifford

H. Pier Clifford, the driving force behind Norfolk Southern Corp.'s logo and "Thoroughbred" branding, died March 20 in Paoli, Pa. He was 80.

Clifford, who retired from NS in 1987, was the railroad's advertising manager in 1982 when Southern Railway and Norfolk and Western Railway merged and sought a new logo and brand image for the combined organization. He worked with various company officers and advisors to review about 200 logo prototypes before settling on a bold,

slanted "NS" followed by five speedlines.

But Clifford believed something was missing. In a recent interview, he recalled that an animal was considered to give the logo an "instant visual."

"After a certain gestation period, The Thoroughbred was born, sired, perhaps, by the eagle of the Postal Service, which noble bird we all admired," Clifford said in the interview. The image of a thoroughbred racehorse was used in a national print advertisement titled "From the Championship Heritage of Two Great Railways Comes Norfolk Southern Corporation: The Thoroughbred."

During the past 28 years, the Thoroughbred "has become synonymous with speed, reliability and worthy bloodlines," NS officials said in an employee announcement on Clifford's passing.

"Today, it remains an integral component of the corporation's symbology and communications," they said. "In short, much of what the modern NS 'looks like' can be traced to Clifford's work." [*Progressive Railroading*]

Norfolk Southern Goes Social:

The Thoroughbred is on Facebook, Twitter, YouTube, Flickr

NORFOLK, VA. – Norfolk Southern Corporation (NYSE: NSC) has expanded its communications with online audiences, distributing information, video, and photos on popular social media Web sites.

News media, customers, shareholders, bloggers, and other opinion leaders now can keep up to date on Norfolk Southern news and information through Facebook, Twitter, YouTube, and Flickr.

"A 180-year-old company that traces its roots to the earliest days of railroading in America now connects with digital-age audiences who get their news through online networking," said Frank Brown, AVP corporate communications. "Our expanded presence on the Internet serves the growing number of people who receive information about Norfolk Southern through new media channels and allows us to deliver it in the formats they prefer."

Norfolk Southern has nearly 7,000 fans on Facebook. The company went live on Twitter in February, and some 300 people now follow NS' 140-character "tweets" through their cell phones, PDAs, and online. NS has posted 13 videos on YouTube about the company's operations and business, including the 2,500-mile Crescent Corridor public-private partnership to improve freight rail transportation in the East. On Flickr, 49 photos depict the company's transportation operations and facilities, and a gallery documents last winter's record snowfall through photos taken by employees. Additionally, some 19,000 people visit Norfolk Southern's Web site daily.

To make it easy to connect with NS online, the company has placed icons on its main Web site at www.nscorp.com that link to Facebook, Twitter, YouTube, and Flickr. RSS feeds also are available on the Norfolk Southern Web site, making it simple to get information about the company in real time.

Norfolk Southern's presence on Twitter (www.twitter.com/nscorp), Facebook (www.facebook.com/norfolksouthern), YouTube (www.youtube.com/user/norfolksoutherncorp), and Flickr (www.flickr.com/photos/norfolksouthern) is an initiative of the company's New Media Team, which supports online communications with everyone interested in learning more about the company. [*NS Corp.*]



Philadelphia Waterfront LRT Line Advances

A waterfront rail line in Philadelphia moved closer to reality as the Delaware River Port Authority approved a \$6.5-million contract for environmental studies and preliminary design, the *Philadelphia Inquirer* reports. The work, expected to take about two years, is to prepare the

way for a proposed \$500-million light-rail line in the middle of Columbus Boulevard between Pier 70 and Girard Avenue.

The line, which could be operated by SEPTA or PATCO, would be designed to improve transportation and spur development on the Philadelphia waterfront. It also would provide service between two casinos planned for the riverfront, Foxwoods to the south and SugarHouse to the north.

A similar \$9-million contract was approved last year for preliminary design and environmental studies for a proposed \$1.5-billion, 18-mile light-rail extension between Camden and Glassboro.

The Philadelphia trolleys could be running by 2016 if federal funding is available, port authority officials said. A Market Street light-rail line is proposed to connect the waterfront line to Center City.

The no-bid contract approved March 17 would allow the agency to pay up to \$6.5 million to Parsons Brinckerhoff, the engineering firm that earlier was awarded a \$750,000 contract to evaluate route proposals for the line. [*Railway Age Rail Group News*]



NJ Transit Approves Fare Hikes

On April 14, New Jersey Transit's board approved a revised fare and service plan to help close the agency's \$300 million budget gap.

The plan, which takes effect May 1, includes a 10 percent increase for light-rail and bus rides, and a 25 percent increase for one-way commuter-rail rides. However, monthly discounts for commuter-rail tickets will remain in place.

Off-peak rail roundtrip discounts will not be sold after April 30 and will not be accepted after May 23. Overall, the revised fare plan reduces system-wide fare increases to 22 percent, authority officials said in a prepared statement.

"Make no mistake, this is still a very painful fare increase. We understand that," said NJ Transit Executive Director Jim Weinstein. "We have done our very best to minimize the financial pain to those who can least afford to pay more, while still being fiscally responsible."

[*Progressive Railroading*]



NJT RiverLINE Raising The Bar On Safety

New Jersey Transit's RiverLINE diesel light railway system, operated by Bombardier Transportation, marked five years (1,890 days) without a single lost-time injury on March 11. The RiverLINE, which on March 15 marks six years of revenue service, "continues to exceed contractual ontime performance while setting an industry safety benchmark," says Vice President-Services for Bombardier Mike Hardt.

During this period, the RiverLINE, led by General Manager Alfred E. Fazio, "kept its eye on innovation by developing advanced concepts for shared-use operation." Among these is ETS (Extended Temporal Separation), which enables better infrastructure utilization by both the light rail and Conrail Shared Assets freight operations.

[*Railway Age Rail Group News*]



SEPTA Abandons R Designations For Trains

As reported in the March, 2010 *Lancaster Dispatcher*, SEPTA has decided to abandon the familiar R designations of its Regional Rail lines, effective in July.

The agency will instead identify them according to the ultimate destination. The R8/Chestnut Hill West, for example, will become the Chestnut Hill West line, and the R8/Fox Chase will become the Fox Chase line.

SEPTA officials said visitors and infrequent riders sometimes got on the wrong trains, confused by different lines with the same R designation. SEPTA will also get rid of the color codes linked to each line on its maps and schedules. Henceforth, the color of all Regional Rail lines will be "a bluish-gray," spokeswoman Jerri Williams said.

The other significant change will be the renaming of the R6/Norristown line. It will become the Manayunk-Norristown line to highlight Manayunk's popularity and distinguish the Regional Rail line from the Norristown High Speed Line, also known as the Route 100 trolley. Long anticipated, the changes were approved by SEPTA general manager Joseph Casey and announced in early March.

Williams said SEPTA would not change rail operations. "This is just a rebranding. Service will not change," she said. She said new schedules would indicate which trains ran through the tunnel to the other end of the paired lines so passengers could ride all the way through if they chose.

The changes will take effect July 25, when new schedules are issued. But riders will notice changes before that, as SEPTA begins to cover up R designators on signs and TV monitors. [Paul Nussbaum, Philadelphia Inquirer]

SEPTA Unveils Fiscal Year 2011 Capital & Operating Budgets

A number of projects vital to SEPTA and its riders will become budget casualties if the federal government does not approve a plan to provide dedicated funding for transportation in Pennsylvania, according to Fiscal Year 2011 budget projections. The Federal Highway Administration is currently reviewing Pennsylvania's application to convert Interstate 80 to a toll highway. This is a key component of Act 44, the state law enacted in 2007 to create a dedicated source for transportation funding throughout the Commonwealth.

Without I-80 tolls, Act 44 cannot be fully implemented - leaving SEPTA and other transportation agencies throughout the state significantly short on funds needed for operating expenses, infrastructure repairs and other initiatives.

SEPTA is projecting a \$300-million Capital Budget for Fiscal Year 2011 - reflecting cuts of \$110 million due insufficient Act 44 funds. The spending plan would leave the Authority with just enough to pay for mandated expenses such as debt service, vehicle and infrastructure repairs and new equipment.

However, SEPTA will not have money for a number of desperately needed initiatives. To name just a few, the potential cuts would force SEPTA to delay or abandon efforts to implement new payment technology, renovate the City Hall Station and move forward with plans for Elwyn to Wawa service. SEPTA would also lack funding for a number of Regional Rail station renovations and bridge replacements.

For its part, SEPTA is following the recommendations of the Pennsylvania Transportation Funding and Reform Commission, which suggests periodic fare increases. For Fiscal Year 2011, which starts July 1, SEPTA is proposing fare increases averaging about six percent system-wide on all modes of travel. However, the current base transit cash fare of \$2 will remain unchanged. SEPTA's last fare increase was implemented in 2007. The new fare adjustment is consistent with leading economic indicators such as the Consumer Price Index and the Producer Price Index, both of which have increased by approximately six percent since the SEPTA's last fare increase.

SEPTA anticipates generating an additional five percent in revenue under the new fare structure during Fiscal Year 2011. This will help pay for various day-to-day expenses, including projected increases in medical and prescription drug costs. SEPTA also projects a 10 percent increase in electricity costs when price caps are lifted in January 2011.

[Railway Track and Structures]



PRR, PRSL & LIRR EVENTS IN MAY

May 23, 1900 - PRR Board authorizes addition of four floors to west wing of Broad Street Station Office Building in Philadelphia.

May 24, 1905 - PRR announces Atglen & Susquehanna will be part of complete low grade freight line between Pittsburgh and New York; suburban service at Philadelphia to be electrified and electrification eventually extended between New York and Washington.

May 27, 1907 - First steel column of new Penn Station - New York erected.

May 13, 1914 - PRR Board authorizes new alignment and new concrete arch bridge at Manayunk, Pa.

May 1917 - Site-clearing begins for new Chicago Union Station.

May 26, 1922 - Baldwin "Prosperity Special" consisting of 20 - 2-10-2s being delivered to Southern Pacific leaves Eddystone via PRR behind double-headed L1s; runs via Port Road, Fort Wayne, Richmond and East St. Louis; four pushers, two on rear and two cut into middle, required over Allegheny Mountains.

May 7, 1927 - Automatic train control and cab signals placed in service between Delair and West Haddonfield on Atlantic City line.

May 16, 1932 - PRR orders two-unit Budd-Michelin lightweight, rubber-tired diesel railcar No. 4688-4689.

May 16, 1937 - PRR operates one of its largest and fastest "Off the Beaten Track" railfan excursions from New York to Altoona with tour of shops and test plant; sponsored by New York Chapter of R&LHS, NRHS and Railroad Stories magazine; runs in 5 hours:50 minutes, or about as fast as *Broadway Limited*.

May 18, 1942 - Experimental Class Q1 4-6-4 duplex freight locomotive No. 6130 completed at Juniata; first steam locomotive built there since S1 of 1939; costs \$395,322; streamlined by Raymond Loewy; is assigned to Columbus-Chicago service.

May 24, 1945 - PRR completes auxiliary 5-track yard east of Alton & Southern crossing at Rose Lake, Ill.

May 24, 1950 - PRR Board approves order of 12 Budd RDC's for PRSL in lieu of air conditioning 20 coaches as ordered by New Jersey courts.

May 23, 1954 - PRR unveils model of ground level and underground shopping arcade for Penn Center, Philadelphia designed by Welton, Becket & Associates of Los Angeles.

May 17, 1959 - NRHS excursion with No. 4800, Philadelphia to New Haven, celebrates 25th anniversary of GG1.

May 8, 1962 - Stockholders of PRR and NYC approve merger; to be on basis of 1 share PRR and 1.3 shares NYC for 1 share of new company, to be called Pennsylvania New York Central Transportation Company, or 60% PRR to 40% NYC.

May 24, 1966 - PRR dedicates enlarged TrucTrain yard at Kearny, N.J.

May 1967 - First of 20 "Silverliner III" MU cars delivered from St. Louis Car Company for SEPTA service, giving PRR 64 modern MU's in SEPTA service by the end of the year.

[Christopher T. Baer, Hagley Museum and Library via Philadelphia Chapter, PRRT&HS - Used with permission]





TIMETABLE 05-10

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

Friday, May 7, 2010 thru March 26, 2011

"ALMOST as fast as birds can fly: the railroad in Delaware history" includes documents, photos, artifacts and stories representing Delaware's railroad past and present. At the Delaware History Museum, 504 Market Street, Wilmington, De. Info: www.dehistory.org

Saturday, May 8, 2010

National Train Day - Philadelphia exhibits include Baseball Junction, train equipment and model train displays, AmtraKids Depot, Go-Green Express, Trains Move Our Economy Exhibit and Amtrak Brand Display. Info: www.nationaltrainday.com.

Friday thru Sunday, May 14-16, 2010

Spring Steam Engine Show by the Williams Grove Historical Steam Engine Association. Info: 717-766-4001 or www.wghsea.org.

Saturday, May 15, 2010

3rd Annual Bee Line Festival at the Reading Railroad Heritage Museum, 500 S. Third St., Hamburg, Pa. From 10 am to 5 pm. The day will include a variety of fun activities for adults and children, ranging from tours of vintage railroad equipment and tool demonstrations to crafts, games and face painting for the kids. Admission and parking are FREE! Info: www.readingrailroad.org.

Saturday, May 15, 2010

Steam Excursion behind Reading & Northern Pacific No. 425 from Tunkhannock, Pa. to Jim Thorpe, Pa. sponsored by the Wyoming County United Way. Info: <http://www.wyomingcountyunitedway.org/node/8>

Saturday and Sunday, May 15-16, 2010

The Great Lehigh Valley Train Meet at the Merchants Square Mall, 1901 South 12th Street, Allentown, Pa. Info: www.valleygoto.com/train.html.

Friday, May 21, 2010 - Opening

All Aboard For Chadds Ford - a new exhibit about the railroads of Chadds Ford, Pa. at The Chadds Ford Historical Society Barn, 1736 Creek Road, Chadds Ford, Pa. Info: www.chaddsfordhistory.org.

Friday thru Sunday, May 21-23, 2010

2010 Cass Railfan Weekend by the Cass Scenic Railroad with trains to Whittaker, Old Spruce and Bald Knob. Info: www.msrlha.org.

Sunday, May 23, 2010

4-Hour Trackless Trolley Charter from SEPTA's Frankford Depot in Philadelphia by the Friends of Philadelphia Trolleys. Info: FPT2799@comcast.net

Friday and Saturday, June 4-5, 2010

"Spring Fling" at the Museum of Bus Transportation, 161 Museum Drive (off of PA Route 39) and George M. Sage Annex, Hershey, Pa. Info: www.busmuseum.org.

Saturday and Sunday, June 5-6, 2010

East Broad Top Railroad Opening Weekend & 50th Anniversary Celebration - Many special events are planned for June 5th including an expanded operating schedule. Highlights include:

- ◆ Special guests will speak about our 50 year tourist history
- ◆ Special 7:00pm train to Colegate Grove with a catered meal to be served
- ◆ Slide show and movies will chronicle our rich, historic past
- ◆ Commemorative tickets
- ◆ Expanded souvenir selection including new, commemorative items
- ◆ Antique tractor show plus much more!

Your purchase of a commemorative \$25.00 ticket includes one steam train ride, one speeder ride, one shop and roundhouse tour, plus a chance to win a framed EBT print! [East Broad Top Railroad]

Saturday and Sunday, June 12-13, 2010

2nd Ride the Rails for Cancer on the Middletown & Hummelstown Railroad sponsored by the Conrail Historical Society. Takes place at Hoffer Park in Middletown and benefits Vickie's Angel Walk, a non-profit organization based in New Cumberland, Pa. that helps cancer victims with financial burdens during cancer treatments. Info: www.thecrhs.org.

Sunday to Sunday, June 20-27, 2010

Train Collectors Association 56th National Convention in Baltimore, Md. hosted by The Washington, Baltimore and Annapolis Chapter. Info: www.tcabalt2010.org.

Monday thru Saturday, June 21-26, 2010

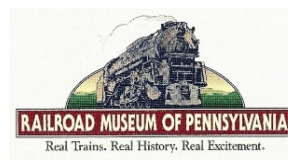
"Endless Mountain Rails" N.R.H.S. National Convention at Scranton, Pa. hosted by the Lackawanna & Wyoming Valley Chapter. Info: www.endlessmountainrails.com.

Wednesday thru Saturday, June 23-26, 2010

South Jersey Rails 2010 Convention by the Big Train Operator Club, South Jersey Garden Railroad Society at the Clarion Hotel, Atlantic City West. Info: www.bigtrainoperator.com.

Saturday and Sunday, June 26-27, 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

Thru Friday, December 31, 2010

Trains In Motion Pictures Exhibit

Friday thru Sunday, May 21-23, 2010

Conrail Days

Friday thru Sunday, June 4-6, 2010

Pennsy Days

Saturday, June 12, 2010

MA and PA Railroad Day

Wednesday thru Monday, June 30 - July 5, 2010

Reading Railroad Days

Monday through Friday, July 12 - July 16, 2010

Barons & Builders Day Camp for ages 9 and 10.

Monday thru Friday, July 26 - July 30, 2010

Barons & Builders Day Camp for ages 11 and 12.

Wednesday thru Saturday, August 11 - August 14, 2010

Railroad Family Days

Friday and Saturday, August 13-14, 2010

Hogwarts Express Parties



RIDING THE READING....

READING COMPANY EVENTS IN MAY

May 1, 1910 - New Freight house opened at 12th & Cumberland Sts., Philadelphia.

May 22, 1910 - Manatawny station name changed to Pine Forge.

May 10, 1927 - Reading and B&O open new perishables terminal at Snyder & Delaware Avenues in South Philadelphia.

May 22, 1950 - Alphabet Route (Rdg/WMP&WV/NKP) establishes second morning service Philadelphia-Chicago and Philadelphia-East St. Louis; Reading also establishes second morning service with LV and NKP via Bethlehem and Buffalo.

APRIL, 2010

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, April 19, 2010. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 42 members and 1 guest present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: Tom Shenk asked for a motion to approve the March minutes. Glenn Kendig approved the motion and Steve Himpel seconded the motion. The March membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Fred Kurtz reported this year's membership numbers are 193 regular basic memberships and 112 family memberships. Fred announced the chapter website is up and running. The web address is www.NRHS1.org. Fred has included issues of the *Lancaster Dispatcher* on the website for chapter members to either read or print. If anyone is interested in the Hershey Park work date schedule, to earn vouchers for your family and money for the chapter, contact Fred.

CHAPLAIN: Chaplain Doris Geesey read a story to the chapter membership titled "Legend of the Dogwood Tree." Doris announced that Bud Rettew had heart problems. Helen Snyder had a broken blood vessel in her eye. Joan Shearer had back problems and Lorrie Steffy is still recovering from her knee surgery. If any one has information on any chapter members' pass it along to our Chaplain.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for the month of April.

BOARD OF DIRECTOR'S REPORT: There was no Board Meeting for the month of March. Therefore, there is no report. Tom Shenk announced that the next Chapter Board Meeting will be on Monday, May 10, at the Ridgeway Travel office in Lancaster.

NATIONAL DIRECTOR'S REPORT: Smoke Shaak announced that he attended the Spring Board of Director's meeting in Huntington, West Virginia on April 8-12. Smoke reported there are five inactive chapters: Alexander, Cape Fear, United Kingdom, Hawaii, and Palm Beach. The Endless Mountain Rails Convention to be held at Scranton in June has 780 people registered to attend. Five hundred people bought tickets for the train trips offered. Smoke announced that the Cape May area of South Jersey wants to start a chapter. Due to the by-laws, they may not

be able to start the new chapter because of some conflicts with another chapter being close to the same area. Smoke announced that the 2011 Convention "Steam, Gears, Diesel, and Juice" will be held in Tacoma, Washington. The 2011 Spring Board meeting will be hosted by the Black Hawk chapter. The 2012 Convention will be held June 18-25 in Cedar Rapids, Iowa. Two chapters have been dissolved: Southern Indiana and Shenango- Pymatuning. Smoke announced that 120 chapters submitted a report for the yearbook. Smoke reported that the deadline for submitting the Heritage Grant is April 29 at 5:00p.m.

TRIPS: In Ron Irwin and Dennis Allen's absence, Tom Shenk announced there are 32 people signed up for the cruise. Tom also announced that the second payment for the cruise is due by April 30. If anyone is interested in going on the cruise, contact Tom.

ANNOUNCEMENTS: Glenn Kendig announced that Spring Clean-Up Day for the Freight Station will be Saturday, May 15 at 9:00 a.m. The Christiana Fire Hall will be having a breakfast on Saturday, May 15. Chapter members can attend the breakfast and then come to the Freight Station for the clean-up. Tom announced that the Kitchen Committee will be headed by Joan Shearer and Eileen Stoll. If any chapter members would like to help in the kitchen, see Joan or Eileen for monthly sign ups. Tom announced that he will not be at next month's chapter meeting. First Vice President Fred Kurtz and Editor Ed Mayover will conduct May's Chapter Membership Meeting. Steve Himpel reported that the application for the Heritage Grant for the Chapter caboose is completed. Steve is also working on getting additional pricing estimates for the painting of the caboose. Steve announced that the last time the chapter received any grant money for a project was in 1998. Tom Shenk thanked Linda and Steve Himpel for all the volunteer hours they put in on working on the caboose. Tom Shenk announced to the chapter membership that he needs to hold a Board Meeting to discuss the budget. He did not adjourn the chapter membership meeting. The membership took a short intermission so the chapter Board Members could meet and discuss the budget.

THE BUDGET: Tom Shenk resumed the Chapter Membership Meeting and discussed the need to increase the budget to cover the expenses for the restoration and materials for the caboose. Glenn Kendig made a motion to increase the budget by \$3000.00 for the chapter's Caboose project. Fred Kurtz seconded the motion.

ADJOURNMENT: The chapter meeting was adjourned at 8:15 p.m. for the slide presentation "Appalachian Sojourn" Clinchfield Railroad, given by Jack Stoner. Next month's program will be presented by Frank Tatnall.

Respectfully Submitted: Donetta M. Eberly - Secretary



**LESS THAN CARLOAD
SHIPMENTS**

LOCAL AND NATIONAL NEWS



**FRM Awarded Norfolk Southern
Foundation Grant**

A small Pennsylvania town, circa 1915, arose from a concrete platform at the Railroad Museum of Pennsylvania. Now, the early 20th century town will come to life, thanks to a \$59,980 grant recently awarded to the Friends of the Railroad Museum of Pennsylvania by the Norfolk Southern Foundation.

"We will now fill the entire 1915 Golden Age of Railroad Street Scene with life and activity, and are truly grateful to the Norfolk Southern Foundation for helping the Railroad Museum of Pennsylvania to accomplish this," says Museum director Charles Fox. [*Railroad Museum of Pennsylvania*]

Lycoming Valley and Reading & Northern Attain ASLRRRA Marketing Honors

The American Short Line and Regional Railroad Association (ASLRRRA) named the Lycoming Valley Railroad Co., and Reading, Blue Mountain & Northern Railroad Co. as winners of its 15th annual marketing awards (*The Greenville & Western Railway in South Carolina was also a winner - Ed.*).

The awards recognize regionals and short lines that best exploit a small railroad's "unique, special and appropriate" role in developing new business; identify a customer's needs and develop service to meet those needs; and successfully translate marketing concepts and proposals into new and/or expanded business opportunities, according to ASLRRRA. Six judges — including *Progressive Railroading* Managing Editor Jeff Stagl — selected the winners from among 19 nominees.

"This year, we saw our most competitive pool of applications yet," ASLRRRA officials said in an award announcement.



Lycoming Valley Railroad won the award for attracting four competing utility pole supply/distribution yards to its north-central Pennsylvania line the past few years. The yards — the fourth of which is being developed in Avis, Pa. — are located on surplus and odd-shaped properties along the railroad. In addition, the utility pole moves created a new line of business for the short line. Since Lycoming Valley began moving the traffic in 2005, it has handled 853 carloads of poles.



ASLRRRA also honored the Reading & Northern for developing a transloading terminal in Pittston, Pa., for the state's Marcellus Shale project. Working with Norfolk Southern Railway, D&I Silica and transload operator Myles Group, the short line late last year transformed its Pittston yard into a state-of-the-art transload center for frac sand.

This year, the Reading & Northern plans to add several silos and bucket conveyors at the terminal to increase frac sand storage capacity, create 800 more rail-car spots, and clear 50 acres for future storage and laydown areas.

The short lines will receive their awards May 4 during a closing banquet at ASLRRRA's annual convention in Orlando, Fla. [*Progressive Railroading*]

Another Pennsy Landmark Gone



The former Pennsylvania Railroad-built signal bridge located along the Buffalo Line at Hecks (approximately Mile Post 305) has been dismantled by owner Norfolk Southern and subsequently cut up. Replacement lineside signals on high aluminum masts have been in service for several months. Hecks, named for the nearby village of Heckton, Pa, is not a control point like *Stoney* or *Wye*. [*Buffalo Line Yahoo Group via Alexander D. Mitchell IV*]

ELECTRO-MOTIVE

EMD Marks Five Years Since GM Spinoff

LA GRANGE, Ill. — Electro-Motive Diesel marked five years of independence from General Motors Corp. on April 7th. More than 1,400 employees gathered at the company's La Grange headquarters as dignitaries spoke in commemoration of the milestone.

Electro-Motive is North America's second-largest builder of diesel locomotives. Its current models, the SD70M-2 and SD70ACe, have sold to six of the seven U.S. and Canadian Class I railroads.

As GM's Electro-Motive Division, it produced a successful line of road diesels. General Motors spun the division off in 2005 to raise money as

the company struggled to stay afloat.

"Five years ago, there were feelings of uncertainty regarding the future of the organization," said CEO John Hamilton. "There is little doubt that had EMD remained under GM ownership, the story today would be quite different." [*TRAINS News Wire*]

LAST RUN



Merritt Harrison Taylor Jr., 87, died March 26, 2010, at Indian River Medical Center in Vero Beach, Florida.

Mr. Taylor was the third-generation of the Taylor family to head the Philadelphia Suburban Transportation Co., popularly known as Red Arrow Lines. He served as a bus driver and trolley motorman, and later as president from 1960. During his tenure at Red Arrow, he was a staunch advocate for private enterprise, and did not believe government operation of public transit would serve the public interest. Mr. Taylor expanded the system by acquiring weaker competitors and introduced many innovations to public transit, including private busways, intermodal rail-buses, and bar-car rail service. He was most proud of the family-like labor relations at the company, which experienced only one labor strike in its 122-year history. At the time he negotiated the sale to SEPTA, in 1970, Red Arrow was the last remaining private-sector transit system in the US.

[*Thomas S. Lowther Funeral Home, Vero Beach, Fl.*]

THIS MONTH'S BANNER PHOTO

Amtrak Acela No. 2016 northbound at Glenolden, Pa. on the Northeast Corridor enroute to Philadelphia - August 2003.

OPERATION LIFESAVER REMINDS YOU...

Report any problem - stalled vehicle on the tracks, damaged sign, obstructed view, signal malfunction - to the railroad immediately. Call the emergency notification number posted on or near the crossing, or notify local law enforcement.



Amtrak 11, The Coast Starlight operating between Seattle, WA and Los Angeles, CA, is lead by P42DC No.79 at Albany, Oregon, known for supplying 95% of our nation's grass seed - October 2009



The Lancaster Chapter Board of Directors wishes all chapter members and friends a Very Happy and Safe Memorial Day holiday.

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“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

LAST CHANCE TO JOIN THE CRUISE GROUP

**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

May 10, 2010 – Monday 7:30pm – Board meeting – Ridgeway Travel Office Lancaster

May 15, 2010 – Saturday – FREIGHT STATION SPRING CLEAN UP

9:00AM – CHRISTIANA FREIGHT STATION

Christiana Fire Company – Buffet Breakfast – 7:30am – prior to spring clean up – Fire Hall

May 17, 2010 – Monday 7:30pm – Chapter Meeting - Christiana Freight Station

FRANK TATNALL

Presentation – How the PRR moved commuters in the waning years, 1955-1968

May 18, 2010 – Tuesday - PA Primary Election Day

June 14, 2010 – No Board Meeting

June 21, 2010 - Monday 7:30pm – YORK COUNTY MEETING

NEW FREEDOM STATION

MORE INFORMATION WILL FOLLOW IN JUNE NEWSLETTER

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
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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 REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA. ON MONDAY, MAY 17, 2010, STARTING AT 7:30 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@nrhs1.org

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