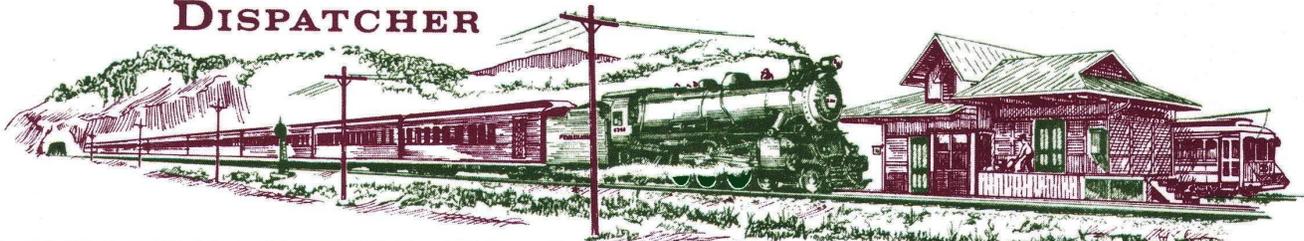


**LANCASTER
DISPATCHER**

1935-2012



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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JANUARY 2012

**Reading-Jersey Central
Magazine**

Issued Monthly by Reading Company and The Central Railroad Company of New Jersey

Vol. 7
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HAPPY NEW YEAR

EWING GALLOWAY

Grif Teller

PRR Calendar Artist

Artists who illustrate advertising calendars are usually expert at drawing curves, and Grif Teller, the man who painted the railroad scene which appears on the PRR calendar, is no exception. The difference is that Mr. Teller paints curving tracks with Pennsylvania Railroad trains on them instead of curving girls with little or nothing on them. Mr. Teller, art consultant for the Osborne Company, Clifton, N. J., maker of advertising calendars, has made paintings for 22 of the Railroad's 29 calendars distributed since 1925.

Though it takes Mr. Teller a month to five weeks to make the final five-foot oil painting that's reduced to calendar size, there's a lot of preparatory work before that. In the Spring Mr. Teller usually takes a trip on the System to look for picture ideas. He carries with him large scale government maps on which he pin-points the locations of attractive scenes as they flash by the window. Later, equipped with sketch pad and two cameras—a 4 x 5 camera with black and white film and a 35 mm. camera loaded with color film—he revisits by automobile the places he previously noted.

Mr. Teller then does water color paintings of various scenes which he submits to the PRR Advertising Department. The locomotives and road equipment which appear in the pictures are painted from photographs the Railroad provides Mr. Teller, though once he painted a locomotive into a scene directly from blue prints because the model was so new it had not yet been delivered. PRR people make a selection, usually suggest some changes, and the artist then proceeds with a rough oil painting in calendar size. Upon approval, sometimes with further changes for accuracy, Mr. Teller paints the final large work from which color plates for reproduction are made.

"Paintings of this type make a special demand on the artist," says Mr. Teller, who studied at the School of Fine & Industrial Arts, Newark, and has exhibited landscapes at the National Academy in New York City. "Besides artistic effect, the railroad equipment portrayed must be



Calendar scene for 1953 shows PRR trains on main line near Steubenville, O.

accurate to the last detail." A committee of railroad experts, composed of motive power, signal, passenger and freight transportation men and engineers plus other specialists, review the paintings and check the technical details. Once Mr. Teller put an antenna and communications equipment on a diesel locomotive B-unit instead of the A-unit, and another time painted in an incorrect number of ties per rail of main line track. Both times the mistakes were caught by members of the committee and Mr. Teller corrected it in the final painting.

An artist's profession is ordinarily considered non-hazardous, but Mr. Teller wryly admits having had some near-tragic experiences while scene-hunting in fields along the Railroad. "Ordinarily, before venturing into a field, I look it over pretty carefully," he says, "but now and then I miss a bull hidden by a hill or trees. Bulls," Mr. Teller says with authority, "just don't like artists." He firmly believes he's been chased out of more fields by irate bulls than any other artist. "Once," he says with a pained look of recollection, "I slipped and fell and barely made it over the fence in time."

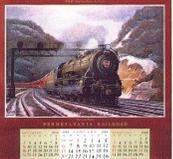
Another time, during World War II, Mr. Teller, while at work, was arrested by

detectives. He was sketching on the Havre de Grace bridge over the Susquehanna River on the Maryland Division. Plainclothesmen, suspecting he was a spy, took him prisoner. They were persuaded to release him only after numerous telephone calls. Mr. Teller learned later that Japanese spies had been jailed only a few days before for making sketches nearby.

Mr. Teller, with the Osborne Company 34 years, has been married 25 years and has two sons and a daughter. His chief hobby is flute playing—he plays with the Nutley Symphony Orchestra, Nutley, N. J. He is also a member of the Salmagundi Club, New York City.

The PRR calendar for 1953 on which a reproduction of Mr. Teller's painting appears, has been given to some 300,000 Railroad customers. Most of them are distributed by freight and passenger representatives in the United States, though about 9,000 are sent to Canada, Europe, Mexico and South America, where some of the Railroad's business originates. The illustration is also used on 185,000 desk and 430,000 pocket calendars, on PRR playing cards sold by the Dining Car Department, on post cards for free distribution as advertisements in lounge cars, and on the cover of the Annual Report.

FROM THE JANUARY 1953 ISSUE OF THE PENNSY, PRR'S EMPLOYEE MAGAZINE. DEDICATED TO LANCASTER CHAPTER MEMBER KEN MURRY. LONG-TIME CHAPTER MEMBERS MAY RECALL THAT KEN PUBLISHED A ONE-OF-A-KIND COLLECTOR'S CALENDAR IN 1980 FOR GRIF TELLER'S 80TH BIRTHDAY ENTITLED "PRIDE OF THE PENNSY." THANKS, KEN!





THE POWER DIRECTOR

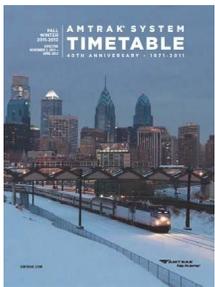
“NEWS FROM THE RAILROAD WIRES”



2012 MEMBERSHIP RENEWALS ARE DUE NOW!

BE SAFE - DON'T DELAY! PLEASE REMIT YOUR 2012 DUES PAYMENT TO ENSURE THAT YOUR PAYMENT IS PROPERLY RECORDED AND YOUR MEMBERSHIP IS VERIFIED BY FERNLEY & FERNLEY BEFORE THE MARCH 31, 2012 DEADLINE.

IF YOUR DUES PAYMENT IS NOT RECEIVED AND PROPERLY RECORDED BEFORE MARCH 31, 2012, YOUR MEMBERSHIP IN THE N.R.H.S. WILL BE TERMINATED. RENEWALS SUBMITTED AFTER APRIL 1, 2012 WILL BE PROCESSED AS A NEW MEMBER.



Senate Appropriations Bill Includes \$15 Million for Amtrak Tunnel Project

The Senate appropriations bill approved Nov. 1 includes a minimum of \$15 million for Amtrak to begin design and engineering work on the Gateway Tunnel project, said U.S. Sens. Frank Lautenberg (D-N.J.), Robert Menendez (D-N.J.), Charles Schumer (D-N.Y.) and Kirsten Gillibrand (D-N.Y.) in a joint statement.

The project calls for building two new Hudson River tunnels to increase commuter-rail capacity and accommodate high-speed rail between New Jersey and New York City. The existing 100-year-old tunnels into Midtown Manhattan are operating at capacity during rush hour and ridership is anticipated to double in the next 20 years, the senators said.

“The existing tunnel is ... not capable of adequately serving our region’s growing number of transit riders,” said Lautenberg. “This funding will allow Amtrak to begin moving the Gateway Tunnel project forward to create jobs, increase access to commuter trains and bring America’s first real high-speed rail project to New Jersey and the Northeast Corridor.”

After the cancellation of the ARC Tunnel project, Amtrak expedited plans to build the new trans-Hudson rail tunnels. The Gateway project is proposed to increase New Jersey Transit commuter-rail capacity into New York by 65 percent and enable Amtrak to add eight trains during peak hours.

The funding bill that contains the Gateway funding now must now be merged with the House version of the measure. *[Progressive Railroading]*

Amtrak Completes Mock-up of Electric Locomotive Cab



AMTRAK'S MOCK-UP OF THE CONTROL STAND FOR THE AMTRAK CITIES SPRINTER ELECTRIC LOCOMOTIVE. PHOTO BY AMTRAK.

SACRAMENTO, Calif. — Amtrak has completed work on a mock-up of an Amtrak Cities Sprinter locomotive cab. The design is part of a \$466 million order for 70 electric locomotives from Siemens for Northeast Corridor service.

Siemens is building the locomotives, and designed the mock-up, at its Sacramento plant. The first locomotive is set for a 2013 delivery. It'll be capable of 125

mph on the Northeast Corridor and 110 mph on the Keystone Corridor between Harrisburg and Philadelphia. The locomotives will replace aging AEM7 and unreliable HHP8s, mainly on Northeast Regional trains.

[TRAINS News Wire]

Northeast Corridor Rider Market Keeps Growing

Amtrak now holds 73% of the combined New York-Washington air-rail travel market, according to Drew Galloway, Amtrak assistant vice president for Northeast Corridor Infrastructure and Investment Development.

Amtrak also now commands 93% of the combined air-rail travel market serving Washington and Philadelphia, Galloway said, addressing an annual meeting of the New Jersey Association of Railroad Passengers in Bordentown, N.J.

Galloway referred to Amtrak’s Northeast Corridor Infrastructure Master Plan, a collaborative effort released in May 2010 in conjunction with NEC states, rail agencies, FRA and freight railroads, in noting an expected 59% increase in NEC riders by 2030 and a 45% increase in NEC trains.

[Railway Age Rail Group News]



Amtrak Biodiesel Heartland Flyer Results Presented at Railroad Environmental Conference

CHICAGO – Amtrak found the use of a renewable biodiesel fuel blend to power the daily Amtrak Heartland Flyer train resulted in no more wear on the locomotive than traditional diesel fuels and no reduction in performance or reliability.

The research paper, presented at a railroad environmental conference at the University of Illinois at Urbana-Champaign, found the use of a biodiesel blend known as B20 (20% pure biofuel and 80% diesel) also operated below the U.S. Environmental Protection Agency (EPA) limits for this class of locomotive.

“The trial design included one year of testing, evaluating the engine and gasket wear, determining the quality of air emissions and regularly monitoring the quality of the biodiesel fuel,” said Roy Deitchman, Amtrak Vice President, Environmental, Health and Safety.

“The results of the trial indicate the in-service locomotive was very reliable with the B20 blend, engine wear was limited, air emissions were below EPA limits for this generation of passenger locomotive and the biofuel supply met industry standards.”

The General Electric P32-8 locomotive carried an Amtrak decal indicating the use of B20 fuel and other special markings to make certain only the biodiesel fuel was used in 3,200-horsepower, 12-cylinder engine built in 1991 and compliant with EPA’s “Tier 0” standard.

Amtrak received a \$274,000 grant from the Federal Railroad Administration to carry out the research project in partnership with the Oklahoma Department of Transportation (Okla. DOT) on the daily train operated by Amtrak with state support from both Oklahoma and Texas.

The biodiesel blend was provided by a Texas-based vendor and the trial received support on fuel and engine component evaluation from Chevron Oronite. The engine manufacturer provided input on warranty matters and some of the testing was carried out at the General Electric facility in Erie, Penn.

“Routine use of biodiesel fuel at Amtrak is contingent on many factors, including cost versus traditional ultra-low sulfur diesel fuel and availability,” Deitchman said. “But it is clear no significant engine performance issues found during the trial and we were able to replace nearly 35,000 gallons of diesel with a renewable fuel that was locally produced.” *[Edited from Amtrak News Release]*



AMTRAK 2012 CALENDAR ANNOUNCED

Amtrak has released their 2012 calendar featuring the locomotives painted in the Amtrak Heritage schemes.

Available in both a 23½"x33¾" wall calendar for \$10 and an 11"x17" desk calendar for \$5, these items may be ordered at www.store.amtrak.com or by calling 1-800-369-4257.

Freight will be added to each order at the time of purchase.

Rail Commuters Locked Out of Lancaster Amtrak Station

This article has been edited for space considerations

Frustrated and angry commuters broke through a door at the Amtrak train station Nov. 2 to get to the platform after they found a dark, locked station upon arriving before 5:30 a.m. Because of what Amtrak called a "scheduling error," no one had arrived to open the McGovern Avenue station.

"Everybody was mad because they were afraid they were going to miss the train," said Todd Reinhart, a Lancaster resident who was headed to a business meeting in New York.

Around 5:15 a.m., a growing crowd of commuters started banging on the front doors and windows of the station when they discovered it was locked.

"They were packed down the sidewalk," said Chad Burkhart, who works in the station's parking lot. "People were upset."

The commuters signaled construction workers who were inside the station. The workers did not have keys to the front doors but they let the commuters in through a side entrance.

Once the commuters, numbering between 75 and 100, made their way upstairs to the darkened station, they found another roadblock. The door leading from the station down to the train platform was locked, too, commuters said.

Someone — commuters aren't sure who it was — found a way to dash across the train tracks and get up on the platform. That person then ran up the flight of stairs to see if the door could be unlocked from the platform side, said Civia Katz, a Manheim Township resident headed to her job in Philadelphia. But it was padlocked with a metal bar. There was a brief discussion of finding a screwdriver to unfasten the bar, Katz said.

Then someone began pushing against the door and the metal bar. Others helped.

"They put enough pressure on it — it wasn't heavy — then the bar got snapped off," she said. "Everybody started pouring down to the platform."

People were hopping mad, Katz said.

"This is a major corridor. You have a ton of people going to work," she said. "There are attorneys heading to court. This train goes to New York."

"Amtrak is running this like a Ma and Pa operation. They do nothing to increase the comfort of the person taking the train. They lock us out of the building. They are operating it like a general store in the 1800s."

Alexander Kohl, a construction worker at the station, said people were going in the side door when he arrived early Wednesday.

"It was more like panic, to make sure they were going to get their train," he said. Kohl heard an Amtrak worker had called in sick, and that is why the station was not properly opened. Amtrak's official position is that the lockout was because of a "scheduling error."

Spokeswoman Danelle Hunter said she could not confirm if someone had called in sick because she did not have "that level of detail."

"It caused a small delay in opening the station," she said. "The good news is that they were able to get the station open and get passengers to their trains on time."

It's not the first time commuters arrived to find early morning problems, they said. Roche said commuters also were briefly locked out of the station several years ago when someone did not arrive on time.

Commuter Mike Tafelski, a Manheim Township resident who takes the train to Philadelphia, said commuters also found the door to the platform steps locked not too long ago. People had to crowd onto an elevator to get down to the tracks.

Those elevators were not working Wednesday, said Katz, a former correspondent for Lancaster Newspapers Inc.

"I think the public is angry," she said. "Institutions are failing us. Our government is failing us. It's like that attitude with Occupy Wall Street. The job isn't getting done."

"You have no choice as the public except to take things into your own hands. Really, who are you going to depend on? Nobody is serving the public anymore."

The Lancaster Amtrak station has been a source of ire in recent years. The station is used by more than 500,000 passengers a year and is the second busiest station, behind Philadelphia, on the Keystone line.

An ongoing \$14.2 million renovation project at the station has been plagued by numerous delays. Then public officials recently learned the project would not include work on the station's crumbling interior.

"It's a sad commentary about everything that is going on with Amtrak," Roche said of Wednesday's incident. "There's a lot of improvement that needs to be done." [Cindy Stauffer, Staff Writer - *Intelligencer Journal*]

UTU Partners With Amtrak for Training

The United Transportation Union, as a subcontractor to Amtrak, is in the final stages of developing a training manual titled "Emerging Incidents Procedures" for some 8,000 front-line Amtrak employees.

"The manual will be used as part of Amtrak's 2012 Block Training cycle to assist frontline employees aboard trains, in stations and on platforms in developing skills related to situational awareness, observation, communication and response," said UTU Training and Education Coordinator Bruce Feltmeyer.

These Amtrak employees include conductors, assistant conductors, engineers, lead service attendants and on-board service employees.

In preparation for developing the training manual, UTU performed an assessment of the Amtrak workplace culture by working with Amtrak police and utilizing electronic surveys and feedback from UTU regional meeting workshops.

"The assessment revealed the most prevalent problem was employees dealing with unruly passengers, which occurs not only at Amtrak, but at all ground service public transportation facilities in the United States," Feltmeyer said.

The training course will introduce scenario exercises and an array of techniques in understanding and dealing with them.

In November, the course materials were delivered to Amtrak during UTU-team administered "Train-the-Trainer" sessions for 38 Amtrak facilitators. [Railway Track and Structures]



**CSX Named Top Military Friendly
Employer in Transportation Industry**

JACKSONVILLE, Fla. - November 14, 2011 - CSX was recognized today as the number three military-friendly employer on G.I. Jobs' 2012 Top 100 Military Friendly Employers list,

ranking first in the transportation industry. Holding the overall number three spot for the second year in a row, CSX has been included on the G.I. Jobs annual ranking, which recognizes businesses that emphasize the recruitment of U.S. military veterans, since 2006.

"Hiring veterans is both an honor and a patriotic duty for CSX, and something we are committed to continuing," said Michael Ward, CSX chairman, president and chief executive officer. "Our military veterans prove themselves exceptional employees, and their hard work helps us to continue delivering quality service to our customers."

With nearly one in five employees a veteran of the armed services, CSX recognizes the integral role that veterans play. With their leadership, critical thinking, technical and problem solving skills, veterans typically have the invaluable skills CSX actively recruits. Earlier this year, CSX was also one of 15 recipients, and the only two-time recipient, of the Secretary of Defense Employer Support Freedom Award, chosen from more than 4,000 applicants. This award recognizes employers that support active duty reservist employees.

CSX's relationship with U.S. troops extends beyond the hiring of America's servicemen and women. The military is also a valued customer, as CSX serves more military installations than any other Class I Railroad.

The annual G.I. Jobs rankings examine more than 5,000 American businesses with more than \$500 million in annual revenues. G.I. Jobs ranks these businesses based on dedication to military hiring, percentage of new veteran hires, and internal recruitment programs, among other outreach activities.

To view the full list of G.I. Jobs' 2012 Top 100 Military Friendly Employers, please visit <http://www.gijobs.com/2012Top100.aspx?i>. [CSX Corp.]

[CSX Offers New Convenience to Customers with iPhone Application](#)

JACKSONVILLE, Fla. - October 31, 2011 - CSX today announced the release of a new iPhone application, ShipCSX. The application allows CSX customers to track freight shipments and trains across the CSX network. It also provides customers with specifications of rail cars such as equipment dimensions and weights. The app is a highly anticipated addition to CSX's e-commerce tools, and bolsters the company's commitment to provide reliable service to customers.

"The ShipCSX application makes planning and tracing shipments easier than ever, enabling customers to better plan for the arrival of scheduled shipments" said Eddie Chesser, director e-business CSX. "Designed with our supply chain and logistics-conscious consumers in mind, this application continues our commitment to make rail the most cost-effective and environmentally-friendly way to move freight."

The ShipCSX app provides CSX customers anywhere/anytime access to updates on the status of their rail shipments via a simple smartphone interface. Customers can retrieve up-to-date information about their shipments, including estimated times of arrivals and movement history. The ShipCSX app will allow customers to better plan operations surrounding the arrival and use of the goods shipped via CSX rail lines.

The application is available for free through the iTunes store, and currently works on iPhone, iPad and iPod Touch devices, and more options are soon to come. "CSX is working to add more functionality to the app, as well as an Android-compatible version," said Steve Watkins, director of technology applications, CSX.

ShipCSX is designed for CSX customers only, and requires a secure login ID and password to access information. [CSX Corp.]



[Puppy Rescued from Top of Norfolk Southern Freight Car](#)

LIBERTY, S.C. — A black lab

puppy has a new home after a family waiting for a train to pass at a grade crossing spotted her atop a boxcar, the *Associated Press* has reported. Boxcar Hunter, or "Boxy" for short, appears healthy and happy, and will

make her home with the Parker family in Liberty.

Tina Parker said she called 911 upon spotting the puppy, then followed the train for around 6 miles until the train crew could be notified and bring the train to a stop. Firefighters dispatched to the scene used a ladder to reach the top of the car and rescue the dog.

NS said the Pennsylvania-Atlanta freight train was traveling around 50 mph when the call came in. It's unclear how Boxy got on top of the car.

[TRAINS News Wire]

[Norfolk Southern's Virtual Inventory System Delivers Real Savings for Ethanol Shippers](#)

NORFOLK, VA. – Norfolk Southern is supporting ethanol shippers with a new virtual inventory management and delivery system that can cut in half the time it takes to transload shipments at Thoroughbred Bulk Transfer (TBT) facilities.

The new system, the first of its kind in the rail industry, combines ethanol shipments from multiple customers into a single inventory in a process called co-mingling. This expedites transloading operations by enabling trucks to access ethanol from any rail car when they arrive at the terminal.

Since the system was implemented in October 2010, NS has increased the efficiency and capacity of its TBT co-mingling facilities. For example, at Alexandria, Va., the transload process dropped from an average 90 minutes to just 30 minutes.

"By creating a virtual inventory, we are taking the variability out of service, increasing flexibility and accessibility to the product, and decreasing the time it takes to get the product to blending and storage facilities," said Charlie Brenner, NS assistant vice president market systems and development. "We visualize it as a 'rolling storage tank' that streamlines access to a customer's ethanol supply."

Customers can access real-time information on shipments through the enhanced NS Ethanol Dashboard, a component of the new inventory system's software developed by NS' e-commerce team. The Web-based application tracks the quantity of ethanol each shipper uses and automatically updates inventory levels, monitors shipments in transit, and provides access to historical data. Truck arrival and departure times also are recorded. In addition, NS monitors each customer's supply chain, sends automated alerts if inventory levels are low, and in some cases assists with purchasing.

OSAGE Inc., the largest independent distributor of motor-fuel grade ethanol in the Southeast, has been using the new dashboard since the beginning of 2011. "The operational change at the rail siding from segregated inventory to co-mingled inventory has improved efficiency and reduced incurred demurrage charges to almost zero," said OSAGE Chief Financial Officer Wes Spruill. "This represents real cost savings to our business. With the NS Ethanol Dashboard and co-mingled storage, the Pineville rail siding has now become one of the simplest distribution points with which I work on a regular basis."

So far, more than 150 million gallons of ethanol have been transloaded using the new system at Norfolk Southern TBT facilities at Doraville (Atlanta), Pineville (Charlotte), N.C., and Alexandria, and Petersburg, Va. NS also will offer the new inventory system at its recently opened TBT at Pottstown, Pa., and in Roanoke, Va., scheduled to open in January 2012.

Norfolk Southern serves 22 ethanol production plants that manufacture 2.16 billion gallons of ethanol annually. In 2010, NS transported 2.13 billion gallons of ethanol, about 16 percent of the total U.S. production, through a network of 75 facilities strategically located to serve suppliers and consumers in the eastern and southern U.S. [NS Corp.]

[Norfolk Southern Plans to Hire 500 Employees in Eight States](#)

NORFOLK, VA. - Norfolk Southern Corporation plans to hire 500 employees in eight states by the end of 2011 to meet the growing demand for freight rail service and to replace employees retiring in coming years.

The railroad is seeking applicants as conductors, freight car repairers, machinists, signal maintainers, and track workers in the following locations: Illinois - Chicago, Decatur; Indiana - Fort Wayne, Princeton; Maryland - Baltimore; New York - Buffalo; Ohio - Cincinnati; Tennessee - Chattanooga, Knoxville; Virginia - Manassas, Roanoke; Pennsylvania - Altoona, Harrisburg, Pittsburgh.

Most of the jobs involve working outdoors and at night, on weekends, and holiday shifts. Substantial travel might be required to help keep Norfolk Southern's 2,000-plus trains per day running across the railroad system.

[Edited from NS Corp. News Release]

Norfolk Southern to Spend \$60.5M on Rutherford Expansion

Virginia-based railroad Norfolk Southern Corp. will spend \$60.5 million over the next two years to expand the capacity and workforce at its Rutherford intermodal facility in Dauphin County.

The expansion will add 48 full-time employees at the rail yard in Swatara Township and could generate as many as 400 jobs in the community after the expansion is completed in 2014, Norfolk Southern spokesman Dave Pidgeon said.

The company plans to add four loading and unloading rail spurs and four support lines at the facility, as well as 406 trailer spaces in its staging areas, he said. The expansion will add about 50 percent to the rail yard's lift capacity, meaning its cranes will load and unload nearly 350,000 intermodal boxes between trains and trucks each year, he said.

Norfolk Southern needs the expansion to keep up with the rapid growth of intermodal freight shipping across the country, he said. The company also is expanding its Harrisburg intermodal facility and adding about 50 other jobs to the midstate. The yard's redesign also will rework truck entrances to reduce congestion on area roadways, Pidgeon said.

The project will be put out for bids and designs in 2012, with construction beginning in 2013, he said. The railroad is applying for a \$22 million federal grant and will use \$7 million in state grants to fund part of the project. [Jim T. Ryan - Central Penn Business Journal]



NYC Ponders Subway Line into New Jersey

A \$250,000 study by Parsons Brinckerhoff, due to be publicly released soon, is expected to endorse a proposal to extend New York City Transit's No. 7 subway line under the Hudson River to Secaucus, N.J.

The proposal, strongly backed by Mayor Michael Bloomberg, is becoming a rising priority for the mayor, who already has committed city funding to extending the No. 7 from Times Square to Manhattan's West Side. The mayor reportedly wants to get the project under way before leaving office at the end of 2013.

A No. 7 extension to Secaucus would expand the city's subway system outside the boroughs—let alone across the state line—for the first time ever. Though the New Jersey terminus would be at New Jersey Transit's Secaucus Junction Station on the Northeast Corridor, other stops might also occur in Hoboken or Weehawken, N.J.

Officials in Hudson County, N.J., and the New Jersey Governor's office also have expressed interest in the idea. Christie last year terminated an \$8.7 billion tunnel project to expand NJ Transit rail capacity under the Hudson River, labeled Access to the Region's Core (ARC). Early cost estimates for a No. 7 tunnel are in a similar cost range.

A spokesman for New Jersey Gov. Chris Christie said Tuesday, "We have been intrigued all along by this as a potential alternative" though New Jersey rail advocates point out the ridership market of the No. 7 subway extension would be more local and urban, and therefore different, from the now-dead ARC project. [Railway Age Rail Group News]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JANUARY

Jan. 15, 1896 - PRR establishes a through express between New York and Atlantic City with buffet parlor car and coaches; leaves New York at 1:50 PM and Atlantic City at 9:00 AM.

Jan. 9, 1901 - PRR Board authorizes realignment at Marysville and between Summerhill and Wilmore.

Jan. 31, 1906 - Philadelphia & Thorndale Branch opens, part of low-grade freight line between Glen Loch and Thorndale.

Jan. 1911 - PRR increases number of running tracks between Broad Street Station and West Philadelphia from 4 to 6 and builds new coach yard for suburban trains between 20th and 23rd Streets.

Jan. 26, 1916 - PRR Board authorizes construction of Coatesville Branch from Pomeroy to works of Midvale Steel & Ordnance Company in Coatesville.

Jan. 11, 1921 - Andrew W. Mellon resigns as PRR director under requirements of Clayton Antitrust Act restricting interlocking directors.

Jan. 27, 1926 - PRR Board authorizes electrification from Philadelphia to Wilmington and to West Chester via Media.

Jan. 6, 1931 - PRR formally dedicates Harborside Terminal in Jersey City.

Jan. 30, 1936 - Appraisal of W. W. Atterbury's estate filed at Delaware County Court House in Media; valued at \$613,307, including 7,577 shares of PRR worth \$201,738 and 6,000 shares of Pennroad Corporation at \$14,250.

Jan. 1, 1941 - New York City Mayor LaGuardia restricts bus operation on streets east of 8th Avenue in Midtown to ease traffic congestion; Pennsylvania Greyhound Lines, Inc., protests.

Jan. 23, 1946 - PRR Board authorizes purchase of 214 passenger cars to re-equip Blue Ribbon trains, including the *Broadway*, *Liberty Limited*, *General*, *"Spirit of St. Louis"*, *Cincinnati Limited*, *Pittsburgher*, and *Golden Triangle* for \$20.5 million; 87 from Pullman-Standard, 70 from Budd and 57 from AC&F; cars are to be delivered in first quarter of 1947, but crush of orders from other railroads and reconversion problems cause 12-16 month delay in delivery, and last delivered in Aug. 1949.

Jan. 20, 1951 - Long Island Railroad Commission makes preliminary report to Gov. Dewey; recommends state purchase and operation by non-profit public authority.

Jan. 4, 1954 - Passenger service ends on the Columbia Branch between Lancaster, Columbia and York, Pa. See article in this issue.

Jan. 5, 1956 - First test run on PRR of GM No. 1000, one of two General Motors "Aerotrans", Washington-Newark; on same day "Aerotrain" No. 1001 makes demonstration run on NYC between Chicago and Detroit.

Jan. 1957 - PRR Corporate Headquarters moved from Suburban Station to Transportation Building (6 Penn Center).

Jan. 15, 1966 - Last runs of passenger trains between Camden (Broadway) and West Haddonfield; tracks removed to permit construction of PATCO transit line on former PRSL right-of-way.

Jan. 15, 1968 - Commuter train derails on Chestnut Hill Branch caused by wheel breaking on first car, a new "Silverliner" from St. Louis Car Company; design does not permit heat from braking to be entirely dissipated; all 20 cars removed from service.

Jan. 31, 1968 - Final day of the Pennsylvania Railroad Company prior to merger with the New York Central System.



BIG BLUE MEMORIES

CONRAIL EVENTS IN JANUARY



Jan. 14, 1977 - Last run of Conrail (ex-EL) commuter train between Cleveland and Youngstown after Ohio DOT refuses to continue subsidy; last non-transit service at Cleveland Union Terminal; ex-EL cars sent to Chicago to replace P70's on Valparaiso "dummies."

Jan. 15, 1977 - Wilmington & Northern Branch between Coatesville and Elsmere transferred to Octoraro Railroad.

Jan. 17, 1977 - "CONPOWER" program launched.

Jan. 1, 1981 - L. Stanley Crane named Chief Executive Officer.

Jan. 1, 1983 - Passenger service transferred to commuter agencies and Amtrak.

Jan. 4, 1985 - Conrail submits a proposal to the United States Department of Transportation for a public offering of stock.

Jan. 1, 1987 - Traffic shift from former Penn Central to Reading trackage begins.

Jan. 4, 1987 - Conrail - Amtrak wreck at Chase, Maryland.

Jan. 1, 1989 - Richard D. Sanborn named Chief Executive Officer.

Jan. 1, 1989 - Twelve Conrail Divisions reduced to six.

Big Blue Lives - Only Smaller!



TIMETABLE 01-12

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

Saturday, January 7, 2012

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

Saturday and Sunday, January 7-8, 2012

NRHS Winter 2012 Conference at Williamsburg, Va.

Saturday and Sunday, January 7-8, 2012

Western Maryland Scenic Freight Photo Specials. Outstanding video and photographic opportunities for the serious railfan-photographer are presented along the sixteen miles of track from Cumberland to Frostburg, Maryland. The star performer will be the beautiful 1916, Baldwin-built, 2-8-0 dressed in a Western Maryland paint scheme complete with a fireball emblem. This ex-Lake Superior and Ishpeming locomotive looks very much at home on the old Western Maryland right-of-way. The freight train will consist of ten, vintage freight cars and a caboose. Passengers ride in a heated coach and diner. A Western Maryland GP-30 diesel is used to drop the passenger cars for the 20, or more, photo runbys. Because most of the line is uphill, westbound, the engine and train will back down from Frostburg to Cumberland to enable up-hill runbys to be made in the afternoon sun which will front-light the engine. Complimentary warm muffins, tea, hot chocolate and coffee are served in the dining car. Ride in 734's locomotive cab for a \$30.00 donation to the railroad crew tip fund. Both trips depart the WMSR Cumberland station at 7:30 AM; return is at 4:45 PM. The cost of the Saturday trip (approx. 55 patrons) is \$139.00. The Sunday trip (about 35 patrons) is \$189.00. Optional hot lunches are available for \$11.00. For a trip flier or additional information, please contact Carl Franz at: cmfrr@aol.com or call: 240-720-8686 or cell: 301-943-0608. Mailing address: Carl Franz, 16620 Shea Lane, Gaithersburg, MD 20877

Saturday and Sunday, January 7-8, 14-15, 21-22, 2012

Open House at the Schuylkill Valley Model Railroad Club, 400 S. Main St., Phoenixville, Pa. 1:00 to 5:00 pm. Info: www.svmrrc.com.

Sunday, January 8, 2012

Atlantic Division TCA Train Meet at the Plumber's Union Hall in Philadelphia, Pa. Info: Bob Lubonski - 856-608-9265 or sas@scientificapparatus.com.

Saturday and Sunday, January 14-15, 2012

Greenberg's Train and Toy Show at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: www.GreenbergShows.com.

Saturday, January 21, 2012

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12th Street, Allentown, Pa., 18103. Info: www.valleygoto.com.

Saturday and Sunday, January 28-29, 2012

Amherst Railway Society Railroad Hobby Show at the Eastern States Exposition, 1305 Memorial Ave., West Springfield, Mass. Info: www.AmherstRail.org.

Saturday, February 4, 2012

Super Saturday Streetcar Special XIX - features two Kawasaki cars running coupled together as a train, with No. 9000 (the first K-car) leading No. 9111 (the newest K-car). Depart Elmwood Depot at 10:00 and head for the Center City Tunnel, then go up to Girard Avenue for rare K-car operations on the Route 15 line. If available, will use the new cutback loop adjacent to the Sugar House Casino. Many photo stops will be held en route. Sponsored by the Wilmington Chapter, NRHS. Info: www.railroadphotographer.com.

Saturday and Sunday, February 4-5, 2012

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

Saturday and Sunday, February 18-19, 2012

Greenberg's Train and Toy Show at the Greater Reading Expo Center, 2525 North 12th Street, Reading, PA 19605. Info: www.GreenbergShows.com.

Saturday and Sunday, February 25-26, 2012

Spring Thaw Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 N. 17th Street, Allentown, Pa. 18014. Info: www.allentowntrainmeet.com.

Saturday, March 10, 2012

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

Friday through Sunday, March 23-25, 2012

Railroad Prototype Modelers Valley Forge sponsored by the Philadelphia Division, MER, NMRA at The Desmond Great Valley Hotel and Conference Center in Malvern, Pa. Info: www.phillynmra.org.

Saturday and Sunday, March 24-25, 2012

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

Sunday, March 25, 2012

Atlantic Division TCA Train Meet at the Plumber's Union Hall in Philadelphia, Pa. Info: Bob Lubonski - 856-608-9265 or sas@scientificapparatus.com.

Saturday and Sunday, April 14-15, 2012

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

Thursday through Saturday, April 19-21, 2012

Eastern Division Train Collectors Association Train Meet at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: www.easterntca.org.

Friday through Sunday, April 20-22, 2012

NRHS Spring 2012 Conference at Richmond, Va. hosted by the Old Dominion Chapter.

Saturday, April 21, 2012

Delaware Train Show at the Nur Shrine Temple, Rt. 13 - 198 S. Dupont Hwy., New Castle, De. 19720. 9am to 2pm. Info: www.toysshows.org.

Thursday through Sunday, April 26-29, 2012

2012 Mid-Central Region Convention hosted by the National Model Railroad Association, Mid-Central Region, Division 2, the Keystone Division at the Pittsburgh Radisson in Pittsburgh, Pa. Info: www.highlinetopittsburgh.org.

Saturday, May 12, 2012

The Great Lehigh Valley Train Meet at Merchants Square Mall, 1901 South 12th Street, Allentown, Pa., 18103. Info: www.valleygoto.com.

Monday through Monday, June 18-25, 2012

2012 N.R.H.S. National Convention in Cedar Rapids, Iowa. This is the first Convention to be held in Iowa! Info: www.nrhs.com.



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS

EMD Rolls Out its First U.S.-Made Diesel in Almost 20 Years

MUNCIE, Ind. - Nearly 20 years after Electro-Motive's legendary La Grange, Ill., plant built its last locomotive (Metra F40PHM-2 No. 214), EMD locomotives are again being built in the United States. On Oct. 28, one year less a day after Progress Rail Services, which acquired EMD in June 2010, formally announced its plan to open a locomotive assembly facility in a long-vacant factory in Muncie, Ind., America's newest locomotive plant unveiled its first completed locomotive.



In a dramatically choreographed ceremony -- complete with blaring heavy metal music, dry ice smoke, and dramatic presentation, Progress Rail unveiled Ferromex SD70ACe No. 4092 to an

enthusiastic crowd of employees, local media, and politicians from all levels of government. EMD built locomotives at its London, Ont., plant after phasing out its Illinois plant.

Work to transform the former-ABB factory, which had been closed for more than a decade, began just 10 months ago. Today, the Muncie plant is a state-of-the-art locomotive assembly with nearly two dozen locomotives under construction for Ferromex and BHP, customers in Mauritania, and Gabon. "We've got the right business, at the right time, with the right people, in the right place," said Billy Ainsworth, president and CEO of Progress Rail Services, adding "we're where we want to be, and where we're going to stay." [TRAINS News Wire]



UP Sets Sesquicentennial Merchandise
For Sale

Union Pacific said it is offering commemorative Union Pacific Railroad 150th anniversary merchandise for sale, as UP kicks off its year-long sesquicentennial celebration.

More than 50 items are available as part of the collection, including apparel, hats, gifts, and collectibles. The merchandise contains a specially designed logo, UP noted.

Items can be reviewed and/or purchased at www.upstore150.com. Select items are available in the Union Pacific company store located at the corporate headquarters building at 1400 Douglas Street in Omaha. Additional items will be unveiled throughout 2012. [Railway Age Rail Group News]

Luxury Rail Car Project Put On Hold; 21 Laid Off

POTTSTOWN — Work on refurbishing passenger rail cars for the luxurious Greenbrier Express has stopped, and 21 of the workers have been laid off, the entrepreneur in charge of the project has

confirmed.

Ross Rowland, who in February, 2011 began hiring workers to refurbish 15 passenger cars in a portion of the former Bethlehem Steel plant to be used on an exclusive luxury rail line between the resort and Washington, D.C., confirmed the news.

Crews had just about finished all the demolition work on the inside of the cars and were getting ready to prepare the cars for the second phase, installing the new interiors.



RIDING THE READING...
READING COMPANY EVENTS
IN JANUARY

Jan. 18, 1887 - Train wreck knocks down Cocalico Creek bridge north of Ephrata, Pa.

Jan. 1896 - Reading announces that the entire Camden-Atlantic City line of the Atlantic City Railroad is to be equipped with Hall "banjo" block signals.

Jan. 8, 1912 - Samuel G. Thomson appointed Acting Superintendent of MP&RE.

Jan. 1, 1955 - Reading begins TOFC (Trailer On Flat Car) service between Philadelphia and Chicago via Alphabet Route.

Jan. 1966 - Reading and PRR approve plan of City of Philadelphia to connect Suburban Station with Reading lines by a tunnel under Center City to be financed by federal grants under the Mass Transportation Act of 1964.

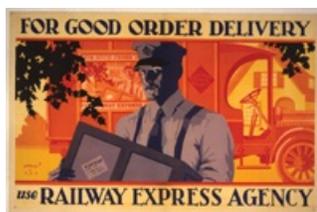
Jan. 17, 1973 - Trustees of Reading, Central Railroad of New Jersey and Lehigh Valley meet in Philadelphia to discuss merger.

Jan. 6, 1976 - SEPTA agrees to buy Reading's Newtown, Doylestown and Chestnut Hill Lines.



DECEMBER, 2011
CHAPTER MEETING MINUTES

The December Chapter Meeting Minutes have been omitted due to the Christmas holiday vacation schedule of the newsletter Production Team. The December Meeting Minutes will appear in the February, 2012 Lancaster Dispatcher.



He said 21 workers have been laid off, but 17 have been kept on to do "engineering work."

The problem, Rowland said, is rules issued by the Federal Railroad Administration that require that the equipment and furnishings in the cars be designed to withstand extremely high impacts.

Rowland said Jim Justice — the West Virginia billionaire who owns and is restoring the 710-room, 200-year-old resort at Greenbrier — "decided to put the project on hold" until the impact of the regulations can be fully analyzed. The engineering workers are being kept on, redesigning the interiors of the rooms to meet the new regulations, for when — or if — the project gets a green light to move forward.

"They're getting things ready," said Rowland, who has been involved with railroads all his life and is perhaps best known for helping stage the American Freedom Train.

It was government regulations, and not the economy, that put the brakes on the project, said Rowland, who added, "There have been people who said we should not be launching a luxury railroad in this economy, but the product was going to determine that. Either the market would accept it or it wouldn't."

Rowland, who knew presidents Richard Nixon, Gerald Ford and Ronald Reagan, said the work stoppage is "absolutely" an example of government over-regulation costing jobs. [Edited article by Evan Brandt, Pottstown Mercury]



Chance Flyover Puts Steamtown on Stamp

Aerial photographer Jim Wark knew the intriguing structure that caught his eye as he flew over Scranton was a railroad roundhouse in some sort of historic preservation setting.

But he admits he had never heard of Steamtown National Historic Site.

In October 2012, the striking photo of the Steamtown roundhouse that Mr. Wark snapped from directly above during a chance flight over the city on Sept. 20, 2007, will be featured on a postage stamp as part of the U.S. Postal Service's Earthscapes series.

"Scranton has nice neighborhoods - I'll put it that way - and old neighborhoods make good subjects. So I try to pass over cities like Scranton whenever I can," Mr. Wark, 80, said in a telephone interview. "I look for interesting subjects, and that was certainly one of them."

At the time, Mr. Wark, who lives and operates a company known as Airphoto in Pueblo, Colo., had flown to the East Coast while collaborating with author John Gussenhoven on a book project, "Crisscrossing America." Scranton isn't part of the book, but Mr. Wark adjusted his return flight to take his single-engine Aviat Husky over the city.

Mr. Wark said it was apparent the roundhouse was part of a museum, and he ended up taking several photographs of it. When he returned home, he went to his computer and quickly identified the location as Steamtown.

"It's obviously a neat place," he said.

Earthscapes is a pane of 15 Forever stamps intended to celebrate the beauty and diversity of the American landscape as seen from above. The roundhouse image is one of five photographs taken by Mr. Wark that Postal Service selected for the series.

"It's one of my favorite shots," said Mr. Wark, a former Navy and airshow pilot who took up aerial photography after retiring as manager of mines for a steel company in 1990. "The post office chose the pictures - I didn't have anything to do with that - and that's one they liked, too."

The roundhouse's feature turn came as a surprise to Steamtown Superintendent Kip Hagen, who said the Postal Service did not notify the

park before announcing the pending issuance of the Earthscapes stamps. Although Steamtown is not identified - the stamp says merely, "Railroad roundhouse" - Mr. Hagen is nonetheless delighted.

"We're honored - absolutely," he said. [David Singleton - The Scranton Times-Tribune via the Lackawanna & Wyoming Valley's Laurel Lines]

EDITOR'S NOTE: This is the second railroad related stamp to be issued. Owey - The Railway Mail Service Mascot was issued on July 27, 2011. His stamp and story will appear in the February 2012 Lancaster Dispatcher.

THIS MONTH'S BANNER PHOTO

Pennsylvania Railroad 1953 calendar painting entitled "Crossroads of Commerce" by Grif Teller. Painting depicts two trains at the east end of the bridge between Weirton, West Virginia, and Steubenville, Ohio at Milepost 42. This was the last calendar painting to show a steam locomotive, shown in the background.

OPERATION LIFESAVER REMINDS YOU...



Never drive around lowered gates — it's illegal and deadly. If you suspect a signal is malfunctioning, call the 1-800 number posted on or near the crossing signal or your local law enforcement agency.

What is an Emergency Notification Sign?



An Emergency Notification Sign (ENS), posted at or near a highway-rail grade crossing, lists a telephone number along with the crossing's AAR-DOT number and is used to notify the railroad of an emergency or warning device malfunction. **EDITOR'S NOTE:** These signs are new and may not appear at every highway-rail grade crossing at this time.

THIS MONTH IN HISTORY - JANUARY 1954

When Engineman B. H. Givens stepped down from the cab of the two car Pennsylvania Railroad gas-electric train at York shortly after ten o'clock on the evening of January 4th, there came to a close over one hundred and twenty years of passenger train service over the Columbia Branch of the Pennsylvania Railroad.

Courtesy John B. Denney, Jr.

The last train to depart from Columbia to York on a regular schedule is shown at 5:30 PM on the evening of January 4th at the Columbia station.



The twenty-five mile Columbia Branch extending from Lancaster to Columbia and York is probably the oldest and most historic line of the Pennsy system. In fact, it is older than the Pennsylvania Railroad itself, as the section between Lancaster and Columbia was in operation in 1834 as part of the Philadelphia and Columbia Railroad, some fifteen years before the incorporation of the Pennsylvania Railroad.

Before the coming of highways and automobiles, Columbia was quite a railroad center with passenger service on the PRR to and from Harrisburg, Perryville, York, Frederick and Lancaster. At one time, the Columbia Branch had parlor-dining car service on the *Philadelphia and Hanover Express* which ran through from Broad Street Station to Hanover as

Trains 5505 and 5506. Columbia also had passenger train service on the Philadelphia and Reading to Lebanon, Mount Hope, Reading and points in the coal regions.

The last trip of a regular passenger train over the Columbia Branch was not uneventful. Between York and Wrightsville, the trailer car became uncoupled from the gas-electric coach and the car had to go into reverse to retrieve the missing trailer!

There was standing room only on the final eastbound and westbound trips. Membership of the Lancaster Chapter of the National Railway Historical Society was well represented on the trip besides quite a few railroaders and others interested in the historic line.

The crew of the final run consisted of B. H. Givens, Engineman; Thomas Berry, Conductor; and Luther Briner, Brakeman.

The PRR bridge at Columbia was of particular interest to the passengers on the train. The first bridge at Columbia was destroyed by ice in 1834, the second was destroyed to prevent capture by the Army of Virginia in 1863 and the third bridge was destroyed by a cyclone in 1896. The present structure was erected in 1897.

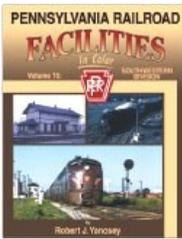
Passenger service is now provided between Lancaster and York by motor buses of the Pennsylvania Greyhound Lines, rail freight continues as heretofore. [Article by John Denny in the Second Quarter 1954 NRHS Bulletin - courtesy of Paul Kutta]

Final Books in Morning Sun's "Pennsylvania Railroad Facilities" Series

Pennsylvania Railroad Facilities In Color

Volume 16: Southwestern Division

Morning Sun Books - Robert J. Yanosey

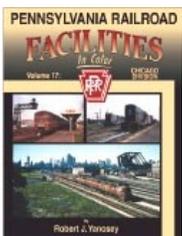


Indianapolis to St. Louis on the main line and branches to Louisville, Logansport and elsewhere. Steam and diesel trains work amidst the landscape of interlockings, stations, yards and other facilities that were once found everywhere on this key division. Item #1426. MSRP \$59.95. January 5, 2012 Release Date.

Pennsylvania Railroad Facilities In Color

Volume 17: Chicago Division

Morning Sun Books - Robert J. Yanosey



The main line and Panhandle entrances into the Windy City feature in this final volume to the series. Branches include SC&S and South Bend. Collect the entire set while still available. Item #1434. MSRP \$59.95. April 1, 2012 Release Date.

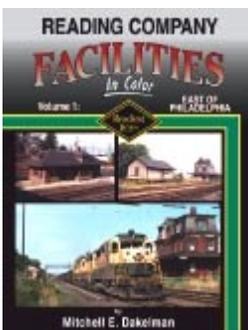
Further information for these books, and Penn Central releases, may be found at www.morningsunbooks.com.

New "Reading Company Facilities" Book

Reading Company Facilities In Color

Volume 1: East of Philadelphia

Morning Sun Books - Mitchell E. Dakelman



The Reading had a heavily-built network of lines extending east of the City of Brotherly Love to serve passengers and freight. The road's stations, towers, bridges, yards, signs and other aspects are explored in color photos with and without trains. Item #1431. MSRP \$59.95. March 1, 2012 Release Date.

Further information and ordering instructions at www.morningsunbooks.com.

The Gremlins Have Struck Again!

Apologies are extended to the following Chapter Members, who received their November 2011 *Lancaster Dispatcher* late due to lack of postage on the original mailing: Ronald E. Hess, Evan Russell, Jr., Richard G. Rutledge, Joe P. Schneider, Dale R. Secker, James F. Shimer, Ralph Sload and Robert B. Watson. The Gremlins have been reprimanded and are sorry for the late delivery.

IMPORTANT PHONE NUMBERS

Following are telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations including trespassers, vandals, fires, defective equipment, etc.

- AMTRAK ----- 800-331-0008
- CANADIAN PACIFIC ----- 800-716-9132
- CONRAIL SHARED ASSETS --- 800-272-0911
- CSX ----- 800-232-0144
- NJ TRANSIT (NJ only) ----- -800-242-0236
- NORFOLK SOUTHERN ----- 800-453-2530
- SEPTA ----- 215-580-8111
- STRASBURG ----- 717-687-7522

PORTIONS COURTESY OF PHILADELPHIA CHAPTER, CINDERS



LANCASTER CHAPTER WINTER RAIL SPECTACULAR ON THE CAPE MAY SEASHORE LINES AT 1ST AVENUE, ESTELL MANOR, NEW JERSEY - SATURDAY, JANUARY 30, 2010



“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

NOTICE: THE LANCASTER CHAPTER BOARD OF DIRECTORS HAS CHANGED THE JANUARY AND FEBRUARY REGULAR MEMBERSHIP MEETINGS FROM MONDAY EVENING TO SUNDAY AFTERNOON. THIS WAS DONE AS A SAFETY CONCERN TO MINIMIZE THE AMOUNT OF NIGHT DRIVING IN THE WINTER MONTHS. THE MARCH REGULAR MEMBERSHIP MEETING WAS PREVIOUSLY SCHEDULED FOR SUNDAY AFTERNOON. OUR REGULAR MEMBERSHIP MEETING ON MONDAY EVENING WILL RESUME ON APRIL 16, 2012.

JANUARY

JANUARY 15, 2012 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - SUNDAY MEMBERSHIP MEETING

Chapter Member Ron Irwin will present a travelogue of the Chapter's "America the Beautiful" tour last September. Enjoy the fantastic scenery from deep canyons and gorges to colorful rock formations to majestic mountains in our great National Parks. Visit the Grand Canyon, Zion National Park, Capitol Reef National Park, Arches National Park, Gunnison National Park and Mesa Verde National Park.

FEBRUARY

FEBRUARY 13, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER BOARD MEETING

FEBRUARY 19, 2012 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - SUNDAY MEMBERSHIP MEETING

Chapter Member Glenn Kendig will present a program entitled *Trolley: The Cars That Built Our Cities*. It brings to life the history of the streetcar and its influence on urban life. With a fast-paced mixture of rare and unusual footage from the 1890s through the 1990s, it shows urban rail transit in all its forms: horsecars, cable cars, steam elevateds, electric trolleys, subways, interurbans, and light rail - in the US and abroad. You'll see open cars and closed cars, single-truck and double-truck, Birneys and Peter Witts, and of course PCCs.

MARCH

MARCH 18, 2012 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - SUNDAY MEMBERSHIP MEETING

Tom Jordan, Supervisor Transportation for the Genesee & Wyoming Railroad's York Rail and Chapter Member Ed Mayover will present an Operation Lifesaver program on safety at highway-rail grade crossings and pedestrian safety around tracks and trains.

CHAPLAIN CONTACT INFORMATION:

Doris Geesey

Email: rscooter2@comcast.net

Phone: 717-347-7637

Please keep our Chaplain informed of member news

INCLEMENT WEATHER NOTICE

IF A CHAPTER MEMBERSHIP MEETING MUST BE CANCELLED DUE TO INCLEMENT WEATHER, THERE WILL BE A RECORDED MESSAGE ON THE CHRISTIANA FREIGHT STATION'S ANSWERING MACHINE ADVISING THIS INFORMATION - CALL 610-593-4968 FOR THE LATEST MEMBERSHIP MEETING STATUS. YOU MAY ALSO CHECK TV CHANNELS ABC 27 AND CBS 21 OR THEIR WEB SITES. IF THERE IS THE SLIGHTEST POSSIBILITY OF ICE OR SNOW ON THE ROADS, FOLLOW THE SAFE COURSE AND STAY IN THE COMFORT OF YOUR HOME!

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NATIONAL DIRECTOR:	HAROLD SHAAK	717-484-4020	HSHAAK@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON SUNDAY, JANUARY 15, 2012, STARTING AT 3:00 P.M.

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416
PHONE: 610-593-4968
CHAPTER WEBSITE:
WWW.NRHS1.ORG**



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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10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416