

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 43 NUMBER 12

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

DECEMBER 2012

THE SATURDAY EVENING POST

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The Lancaster Chapter, N.R.H.S. Board of Directors wishes all Chapter Members, Friends and E-mail Readers a Merry Christmas and a Happy, Healthy and Prosperous New Year



THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



AMTRAK HITS 110 MPH ON SEGMENT OF CHICAGO-ST. LOUIS CORRIDOR

On Oct. 19, Amtrak marked a milestone on its Chicago-St. Louis track upgrade project when it operated a train at 110 mph along a 15-mile demonstration segment between Dwight and Pontiac, Ill.

The track segment now features infrastructure improvements, state-of-the-art signaling, and "significant technological and safety advancements," according to an Amtrak press release. GE Transportation has installed its Incremental Train Control System along the corridor.

The project is part of a larger improvement program under way between Chicago and St. Louis that will enable Amtrak to operate trains at higher speeds. The improvements are being funded through the High-Speed Intercity Passenger Rail program.

The demonstration train operated between the soon-to-be-renovated Joliet Station and the new Normal multi-modal station, which has attracted more than \$200 million in private investments to Normal's downtown area. Future rail investments along the Chicago-St. Louis corridor are expected to spur economic activity in Springfield, Dwight, Pontiac, Lincoln, Carlinville, Alton and Joliet, where new or renovated stations are under development or in the planning phases.

The 110 mph trains are expected to begin operating between Dwight and Pontiac by Thanksgiving; 110 mph service is projected to be in place along nearly 74 percent of the Chicago-St. Louis corridor by 2015, reducing travel time between the two cities by more than an hour.

The high-speed train demonstration follows a recent multi-state announcement to design and build 130 bi-level passenger cars for California, the Pacific Northwest and the Midwest, including the Chicago-to-St. Louis corridor. A Notice of Intent to Award was given to Nippon-Sharyo/Sumitomo Corp. of America. Vehicles are scheduled to be delivered beginning in fall 2015.

In the meantime, the existing Amtrak Amfleet cars that operate between Chicago and St. Louis have been refurbished to include new coach and business class seating, new café cars and Wi-Fi service.

The Illinois Department of Transportation launched the improvement program in 2010. Crews from Union Pacific Railroad — which owns the tracks — have installed new rail, ballast and concrete ties. Additional upgrades include safer quadrant and pedestrian gates at urban crossings, gates at farm crossings, and new signals and road surfaces at crossings.

[High-Speed Rail Updates]

AMTRAK AND NEW JERSEY TRANSIT RUN EXPANDED NEW YORK TO NEW JERSEY SERVICE

NEW YORK - Nov. 11, 2012 - Amtrak and New Jersey Transit passengers were offered expanded service between New York City and New Jersey beginning Monday, November 12, following a massive clean-up and repairs in the wake of Hurricane Sandy, within the East River and Hudson River tunnel system.

Today's announcement will allow for the expanded, combined operation of 24 AMTRAK and NJ TRANSIT trains per hour in both directions, or about 63 percent of normal weekday capacity. It also doubles the present operating plan of 12 trains per hour between New York and Jersey. A

normal peak is approximately 38 combined trains per hour in both directions. The expanded schedule will be compiled by Amtrak and its partners at New Jersey Transit, with the more specific information on the new schedule for Monday available on Amtrak.com and through its Twitter and Facebook pages.

Amtrak and New Jersey Transit personnel completed the challenging task of draining over 3 million gallons of salt water from Amtrak's Hudson River and East River Tunnels, in Sandy's aftermath with the next step in the restoration plan is to address the existing damage to an Amtrak substation located in Kearny, NJ. Flood damage to this power generation source has substantially limited rail capacity on the Northeast Corridor. With the restoration of this substation expected to continue into the coming weeks, rail service into and out of New York Penn Station will continue to remain limited. NJ TRANSIT has implemented an extensive, wide-reaching emergency bus and ferry plan to help relieve congestion along the Northeast Corridor. This plan, which can be accessed at njtransit.com, includes a map of available, no-cost bus and ferry options from points within Central and Northern New Jersey. With full restoration of Northeast Corridor service not expected for several weeks and service to remain limited on the Northeast Corridor until that time, NJ TRANSIT customers who normally utilize commuter rail service utilizing the Northeast Corridor for service are strongly encouraged to take advantage of these free bus and ferry services for travel into Manhattan.

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AMTRAK PARTNERS WITH VIA RAIL TO ADD SEATS FOR THANKSGIVING TRAVEL IN U.S.

WASHINGTON – In an arrangement that reflects the spirit of Thanksgiving, Amtrak partnered with its Canadian counterpart, VIA Rail Canada, to provide passenger rail cars to make additional seats available and allow more friends and family in the hurricane-impacted Northeast to connect over the holiday.

"VIA Rail has been a true partner, reaching out in the aftermath of Hurricane Sandy to offer its friendship and assistance in restoring mobility to the Northeast," said Amtrak President and CEO Joe Boardman. "Amtrak is grateful for their generosity and also appreciates the support of New York State DOT in this effort. We know the more seats we have, the more people in the region we can bring together to share the holiday."

"VIA Rail is pleased to help Amtrak, a partner which the Corporation considers very important," said VIA Rail's President and CEO Marc Laliberté. "No one is safe from disasters, such as the one that occurred a few weeks ago in the New York area. This small gesture can make a huge difference. We had to find a way to show our solidarity with our partner."

The VIA Rail equipment being provided includes ten coach cars and two

dome cars. From Nov. 20 - 27, the Canadian equipment was used on the New York state supported *Adirondack* service operating between Albany-Rensselaer and Montreal. This allowed some Amtrak equipment used on that route to be reassigned adding about 300 seats to trains operating on the Northeast Corridor during the holiday travel period and resulted in an additional 60 seats being available on the *Adirondack* service.

"We're pleased to be part of this creative partnership to provide more seating on Amtrak trains on the Northeast Corridor during the busy Thanksgiving holiday," New York State Department of Transportation Commissioner Joan McDonald said. "Loaning Amtrak trains from the Adirondack service makes up for some damaged by Hurricane Sandy and helps Amtrak meet its increased ridership levels."

VIA Rail and Amtrak have a long-standing partnership and jointly transport passengers across the U.S. - Canadian border, facilitating train transfers between New York and Toronto, New York and Montreal, and Portland, Ore., and Vancouver, B.C.

Thanksgiving is the busiest travel period of the year for Amtrak and America's Railroad® was prepared to accommodate additional passengers with extra trains scheduled in the Northeast Corridor, the Chicago hub, the Pacific Northwest and in California.

Amtrak used every available passenger rail car in its fleet and operated its special holiday schedule in the Northeast as repairs were made following Hurricane Sandy.

More than 724,000 passengers traveled on Amtrak trains for the Thanksgiving holiday period in 2011, the most ever for the holiday.

Specifically, the VIA Rail equipment included eight coach cars in the 8100-8147 series, two coach cars in the 4100-4125 series and two dome cars, the *Tweedsmuir Park* and the *Evangeline Park*. [Amtrak]



DeIDOT

DELAWARE DOT LAUNCHES THIRD-TRACK PROJECT NEAR WILMINGTON

On Oct. 18, , the Delaware Department of Transportation (DeIDOT) kicked off the Delaware Third Track Construction Project, which will add a third track along a 1.5-mile segment between the Ragan and Brandy interlockings along the Northeast Corridor, south of Wilmington, Del.

The project also includes upgrading infrastructure, rehabilitating two bridges and improving signal and communication systems in the area. Scheduled to be completed in early 2015, the improvements will provide service efficiencies for Amtrak Acela and regional services.

The \$53 million project is being funded by a \$13.3 million High-Speed Intercity Passenger Rail grant, with \$13.3 million from the Federal Transit Administration, \$11.2 million from the Federal Highway Administration, \$10.2 million from DeIDOT and \$5 million from Amtrak. [Progressive Railroading]



CONRAIL, NEW JERSEY CONSTITUENTS SIGN OFF ON TIGER III GRANT FOR RAIL PROJECT

On Oct. 23rd, representatives from Conrail, Salem County, N.J., and the South Jersey Port Corp. (SJPC) signed an agreement to receive an \$18.5 million Transportation Investment Generating Economic Recovery III grant from the U.S. Department of Transportation for the Delaware River Rail/Port Improvement Project.

The grant will leverage \$117.6 million in local funding to upgrade a rail bridge and running track, improve rail connections at SJPC's Camden, Paulsboro and Salem ports, and upgrade Swedesboro-to-Salem rail links. The SJPC formed an alliance with Salem County and Conrail to advance the project.

The project calls for upgrading a 42-mile rail line from Port Salem, through

Swedesboro, Paulsboro, Camden and the Delair bridge. In addition, a new two-mile connection to docks under construction at the Paulsboro Marine Terminal will be built.

Other project elements include rehabilitating the Delair bridge approach, replacing the Oldmans trestle, rehabbing a Salem running track and improving at-grade rail infrastructure in Paulsboro.

The project will enable train speed along the 18-mile line from Swedesboro to Salem, which currently is limited to 5 mph because of poor track conditions, to be increased, SJPC officials said in a prepared statement. The rail improvements also will provide the terminals ship-side rail capacity and an enhanced ability to tie into the North American rail network and markets, including the West Coast, they said.

"You can't be a world-class economy without having world-class ports, and world-class ports require efficient world-class rail from dock to markets that this project will upgrade," said SJPC Chairman Richard Alaimo. [Progressive Railroading]



CSX ANNOUNCES THIRD QUARTER RESULTS

JACKSONVILLE, Fla., Oct. 16, 2012 --

CSX Corporation today announced third quarter net earnings of \$455 million, down 2 percent when compared to the \$464 million reported in the same period last year. Despite this decline, the company's earnings per share in the quarter were up 2 percent year-over-year to \$0.44 compared to \$0.43 in the third quarter last year. The contrast between the changes in net earnings and EPS is reflective of shares repurchased since last year's third quarter.

"CSX continues to respond well to moderating economic conditions and challenges in our domestic coal business," said Michael J. Ward, chairman, president and chief executive officer. "The company is driving strong safety, customer service and productivity results while building its capabilities for the long term."

While the company saw strong increases in export coal, intermodal and automotive shipments, total revenue in the quarter declined 2 percent when compared to the same period last year. This decline was driven by overall lower volume levels, a change in the mix of the company's business and lower fuel recovery.

However, strong productivity gains, coupled with adjusting resources throughout the business, allowed the company to offset external headwinds and deliver operating income of \$854 million, down 3 percent compared to last year. In addition, the operating ratio performed well, remaining stable at 70.5 percent for the quarter, versus 70.4 percent last year.

Looking forward, CSX still expects earnings growth and margin expansion for the full-year 2012. In addition, the company is still targeting a 65 percent operating ratio by 2015, although this has become more challenging in the current environment. [CSX Corporation]

CSX, COMMONWEALTH OF PENNSYLVANIA OFFICIALS CELEBRATE MIDWAY POINT OF NATIONAL GATEWAY PHASE ONE PROGRESS

Upgraded Freight Rail Corridor Scheduled for Spring 2013 Completion

PITTSBURGH, Pa. - October 23, 2012 - CSX Corporation Chairman, President and Chief Executive Officer Michael J. Ward today joined federal, state and local officials from the Commonwealth of Pennsylvania to mark the midway point of progress on the first phase of projects for the National Gateway.

The National Gateway is an \$850 million public-private partnership launched in 2008 to alleviate freight bottlenecks in the Midwest that cause delays for companies and consumers shipping or receiving freight from west coast ports by creating a double-stack cleared corridor for intermodal rail shipments between the Midwest and the mid-Atlantic ports.

Once completed, the National Gateway will help provide CSX customers

with better access to competitive, environmentally friendly double-stack intermodal freight rail service.

The celebration took place at Pittsburgh's SouthSide Works, where the \$13 million J&L Tunnel project will soon become the latest Phase One project to increase the vertical clearance on CSX rail lines to accommodate trains carrying double-stack intermodal containers. Phase One, creating double-stack rail access between CSX's state-of-the-art intermodal terminal in Northwest Ohio, and its new modern intermodal terminal in Chambersburg, Pennsylvania, is scheduled to be completed by spring 2013, and will enable more freight to move through the region on the same number of trains.

The J&L Tunnel clearance project, an upgrade to a tunnel built in the 1880s that runs directly through the SouthSide Works complex, will help alleviate pressure on regional highways and lower the cost of doing business in the Pittsburgh region by improving access to intermodal freight shipping options.

The J&L Tunnel upgrade and other National Gateway projects are funded through contributions by CSX and the federal government, as well as a \$35 million Pennsylvania Transportation Assistance Program (TAP) Grant. The State of Ohio is also contributing \$30 million to this first phase of clearance work.

"We are proud that we have been able to work with our partners in the federal and state government, communities and the private sector to invest in strategic transportation infrastructure that will alleviate highway congestion and enable our customers to better leverage rail, the most environmentally friendly way to ship goods over land," said Ward.

As one of the nation's largest transportation projects, National Gateway will create more than 50,000 jobs over a 30-year period, including more than 9,000 jobs for Pennsylvania. When completed in 2015, to coincide with the expansion of the Panama Canal, which is expected to increase traffic through East Coast ports, the National Gateway will provide more than \$1.6 billion in public benefits to Pennsylvania in the route's first 30 years of operations by decreasing fuel consumption, lowering emissions, improving safety, reducing highway maintenance costs and saving shipping costs. [CSX Corporation]

[CSX, MASSACHUSETTS OFFICIALS FINALIZE AGREEMENT ON FRAMINGHAM/WORCESTER LINE](#)

On Oct. 4, Massachusetts and CSX Corp. officials announced the completion of an agreement through which CSX will transfer ownership of rail track and operations along the Framingham/Worcester line to the commonwealth, enabling the expansion of commuter-rail service.

CSX officials joined Massachusetts Lt. Gov. Timothy Murray and Massachusetts Department of Transportation (MassDOT) Secretary and Chief Executive Officer Richard Davey to mark the occasion of the now finalized agreement, which will enable MassDOT to improve and increase commuter-rail service between Boston and Worcester, the state's two largest cities, according to a press release issued by the Massachusetts Bay Transportation Authority (MBTA). The commonwealth will begin immediately to increase service on the Framingham/Worcester line with the addition of new inbound and outbound trains between the two cities for a total of 31 stops, MBTA officials said. MassDOT also plans to add an inbound and outbound special express train in spring 2013, helping to reach a goal of 20 round trips by October 2013, said Murray.

"This finalized agreement with CSX marks a major milestone for transportation in Massachusetts as we deliver enhanced services for the growing demand of riders and support business and community development in the Worcester and Metrowest areas," he said.

Yesterday's ceremony also recognized the expansion and modernization of CSX's intermodal facility in Worcester, which will allow the relocation of intermodal operations now conducted in Boston. [Progressive Railroading]



[NORFOLK SOUTHERN REPORTS THIRD-QUARTER 2012 RESULTS](#)

NORFOLK, VA. - Oct. 23, 2012 -

For the third quarter of 2012, Norfolk Southern reported net income of \$402 million, or \$1.24 per diluted share,

27 percent lower compared with \$554 million, or \$1.59 per diluted share, in the third quarter of 2011.

"Third-quarter results reflect weak market conditions, which resulted in declines in our coal and merchandise shipments," said Norfolk Southern CEO Wick Moorman. "We remain focused on controlling costs while continuing to provide high service levels for our customers and invest in projects that will support future growth."

Railway operating revenues totaled \$2.7 billion, down 7 percent compared with third-quarter 2011, primarily as the result of volume declines in coal and merchandise and lower revenues from fuel surcharges. Third-quarter 2012 fuel surcharge revenues were impacted by a \$21 million unfavorable lag effect, while third-quarter 2011 fuel surcharge revenues included a favorable lag effect of \$52 million.

General merchandise revenues were \$1.4 billion, 1 percent lower than third-quarter 2011 results. Coal revenues fell 22 percent, to \$701 million, compared with the same period last year. Intermodal revenues were \$567 million, 3 percent higher compared with the third quarter of 2011.

Railway operating expenses for the third quarter increased 1 percent to \$2.0 billion, compared with 2011.

Income from railway operations was \$731 million, 22 percent lower compared with the same period last year.

The third-quarter railway operating ratio increased to 72.9 percent compared with 67.5 percent during the third quarter of 2011. [NS Corp.]

[BOLDLY-PAINTED NORFOLK SOUTHERN LOCOMOTIVE HONORS MILITARY VETERANS EVERYWHERE](#)



ALTOONA, PA. and NORFOLK, VA. – Norfolk Southern is placing a one-of-a-kind "Veterans Locomotive" into freight service on its system to honor people who have served in the military and reserves, especially those

employed by the railroad.

No. 6920 is an SD60E model that will operate primarily in general freight service. Its red, white, and blue paint scheme, and yellow ribbon with the message "Honoring our Veterans," was selected by a group of 18 NS employees representing all branches of the armed forces.

"At Norfolk Southern, we are very grateful for the service of our railroaders, their families, and all veterans," said NS CEO Wick Moorman. "The Veterans Locomotive is a rolling reminder of their contributions and sacrifice in the name of freedom."

Some 450 NS employees, active military representatives, civic leaders, news media, and other guests of the railroad will attend two invitation-only unveilings of the Veterans Locomotive.

The first unveiling, at Norfolk Southern's shops in Altoona, Pa., where the unit was built and painted, was Thursday, Nov. 8. NS General Foreman Tim Strickenberger, a former U.S. Air Force staff sergeant who served as an F-16 aircraft mechanic during U.S. operations in the Middle East, and Trainmaster Calvin Law, a 26-year U.S. Navy veteran who served as a lieutenant commander during Operations Iraqi Freedom and Enduring Freedom, will speak about their military and railroad experiences. Keynote speaker will be Col. Grey Berrier II, deputy commander, 2nd Infantry

Brigade Combat Team, 28th Infantry Division, Pennsylvania Army National Guard.

The second unveiling, at NS' Lamberts Point coal transload facility in the railroad's headquarters city of Norfolk, Va., was Monday, Nov. 12, which is the morning after Veterans Day. Chris Carter, NS conductor and chief warrant officer 2, Virginia Army National Guard, will address the guests about his military and railroad experience, and CEO Moorman will highlight NS' desire to attract even more veterans into railroad careers. Keynote speaker will be Col. William J. Davis, U.S. Marine Corps (retired), director of the MacArthur Memorial and executive director of the General Douglas MacArthur Foundation.

Painting the Veterans Locomotive involved 26 NS employees, two of whom are veterans, using 66 gallons of primer and paint over a 112-hour period. To the extent possible, No. 6920 has been kept under wraps while the work has progressed.

With its non-traditional paint scheme, the locomotive joins NS' Heritage Fleet of 20 locomotives that were painted in the schemes of key predecessor railroad companies earlier this year in observance of NS' 30th anniversary.

Over the past six years, Norfolk Southern has hired some 1,300 veterans, and today 14 percent of the total NS workforce -- more than 4,200 employees -- are veterans and members of the National Guard and Reserves. More information about working at Norfolk Southern can be found at NorfolkSouthern-veterans.jobs. [Edited from NS Corp.]

USDOT AWARDS GRANT FOR ELECTRIC LOCOMOTIVE RESEARCH

WASHINGTON - Oct. 1, 2012 - The USDOT awarded a \$400,000 grant to Norfolk Southern Railway to help develop an energy-saving battery-operated electric locomotive that could be charged from a charging station. The locomotive could be used as a stand-alone for yard switching operations or combined with conventional diesel-electric locomotives to create a "hybrid train," USDOT officials said in a prepared statement. [Progressive Railroadng]

NS TO SERVE NEW \$20 MILLION COAL CLEANING PLANT IN CLEARFIELD COUNTY

CLEARFIELD COUNTY, Pa. - Oct. 23, 2012 - A \$20 million coal cleaning plant has opened in Clearfield County. The plant, which is operated by RES Coal LLC., is along Route 153 in Boggs Township. Company leaders said, right now there are only a handful of employees but once the plant is fully operational they expect to have 20 plant jobs. Officials said they also expect the plant to create about 40 construction jobs.

The new plant sits on a 50 acre site and will utilize water from Clearfield creek. Officials said the creek will assist with cleaning mid-vol bituminous coal that is mined into a higher quality of coal.

The refined coal (metallurgical and steam) will be sold both domestically and overseas. The cleaning plant will clean approximately 3,000 tons of raw coal per day.

"It's a state of the art facility. It is a no discharge facility. It is in full compliance with all current regulatory issues. It is a long term job place," said president of Robindale Energy Services, Scott Kroh.

Officials said it will then be fed to the plant by a conveyor system and cleaned before exiting the plant to be either trucked or railed away.

Company leaders said that the plant will reduce the ash from 15 percent down to eight percent. It will also decrease sulfur from two percent down to one percent.

On a daily basis the plant is expected to ship approximately 133 truckloads or 30 rail cars by RJ Corman Railroad and Norfolk Southern railways of clean and reject coal daily. Officials said the reject coal will be burned at a power plant. [Brittany Boyer WJAC-TV - Johnstown, Pa.]



UP, EMD PARTNER ON EMISSIONS REDUCTIONS

At its J. R. Davis Yard in Roseville, Calif., Union Pacific recently unveiled an advanced experimental line-haul locomotive, UP 9900, that will test three emissions-reducing technologies: exhaust gas recirculation (EGR), diesel oxidation catalysts (DOC), and diesel particulate filtering (DPF). UP 9900, an "SD59MX," is the signature unit in a series of 25 locomotives, developed jointly with EMD, that UP will use in a test of various emissions-reduction techniques throughout California.



To create the space needed to install after-treatment technology in the body of the locomotive, engineers reduced its engine size. UP 9900 is a repower of an SD60, and uses a 12-cylinder, 3,200-hp EMD 710 prime-mover rather than a 16-cylinder, 3,300-hp 710. [Railway Age - Photo: UP, David Lustig]



DISTRICT OF COLUMBIA READIES STREETCAR TESTS

Streetcar tests are slated to start this winter in Washington, D.C.'s Southeast, specifically in Anacostia along S. Capitol Street, according to the District Department of Transportation (DDOT). But a revenue service startup date is still uncertain.

Testing will not occur along the H Street-Benning Road line, a more visible streetcar route linked to Washington Union Station.

Officials are still conducting environmental and historic assessments to determine if and how the Anacostia line can be extended to the 11th Street Bridge, according to DDOT spokesman John Lisle. Earlier, DDOT officials targeted late 2013 as a startup date for revenue service.

"Our goal hasn't really changed in getting the system up and running as soon as possible, but there are a lot of moving parts," Lisle said.

DDOT is expecting three additional streetcars from Clackamas, Ore.-based United Streetcar, to bolster its existing fleet of three, currently in storage. The first two additional cars are scheduled to arrive next August. Initial operations will require at least five streetcars, with a sixth in reserve.

[Douglas John Bowen - Railway Age Rail Group News]



PRR, PRSL & LIRR EVENTS IN DECEMBER

Dec. 17, 1895 - PRR Road Committee recommends building 20 new hansom cabs on the London model and one coupé for trial at Broad Street Station in Philadelphia.

Dec. 13, 1902 - New elevated track placed in service between Brandywine Creek and Landlith, north of Wilmington, Del.

Dec. 15, 1905 - Parts of new eastbound classification yard at Hollidaysburg placed in service.

Dec. 31, 1910 - Total cost of Penn Station New York project to date is \$112,965,415; cost of station building cannot be calculated exactly, but is around \$20 million.

Dec. 1, 1915 - Rahway, New Jersey station completed.

Dec. 4, 1920 - General Office regulations require two five-minute periods of calisthenics at desks at 10:30 and 3:00; a leader stands on a desk.

Dec. 29, 1925 - PRR holds first annual Christmas Party (a "big family party") at the Metropolitan Opera House in Philadelphia; entertainment and remarks of Pres. Atterbury are broadcast over radio station WIP

between 8:15 and 9:30 PM; parties are held simultaneously at regional centers, including Altoona High School, the Edgewater Beach Hotel in Chicago, Buffalo, Cleveland, Canton, Dennison; party for the Central Region is held with a choir of 800 children from Pitcairn.

Dec. 15, 1930 - PRR begins program to allow vacationers using long distance trains to Southern resorts to ship their automobiles by preferred freight train at special rate of 4 cents per mile; primarily aimed at luring persons who drive to Florida to take the train; fare is five rail tickets for car and two persons.

Dec. 1935 - PRR begins operating "Snow Trains" for skiers to Poconos and New England resorts.

Dec. 15, 1940 - PRR places 1,250-ton concrete coaling station in service at 28th Street Engine Terminal, Pittsburgh.

Dec. 1, 1945 - Atlantic City trolley operation on PRSL Atlantic Avenue tracks, Inlet-Longport, sold to new Atlantic City Transportation Company.

Dec. 14, 1950 - Empty LIRR train halts 75 feet short of crashing head-on into standing Brooklyn train at Valley Stream; no injuries.

Dec. 1955 - Last Class G5s No. 5741 retired for display; all others scrapped prior to Oct. 31, 1955.

Dec. 28, 1960 - PRR Board passes resolution endorsing N&W-NKP merger.

Dec. 31, 1965 - *Blue Diamond* makes last run between Wilmington and Delmar; passenger service permanently discontinued on Delmarva Peninsula south of Wilmington; six-month experiment earned \$5,500 vs. \$40,000 in expenses.

Dec. 20, 1967 - United Aircraft's Turbotrain sets current U.S. rail speed record, 170.8 MPH, on test run between New Brunswick and Trenton, N.J.

Dec. 18, 1971 - LIRR opens new \$1.2 million power control room at Jamaica, governing all electrified trackage.

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TIMETABLE 12-12

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

Saturday and Sunday through Jan. 13, 2013

Holiday Train Show at the Short Line Model Railroad Club, 11 South State Street (Main and State St.), Ephrata, Pa. Info: www.slmrc.com.

Sunday, Dec. 2, 2012

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

Sunday, Dec. 2, 9, 2012

Christmas Tree Train on the West Chester Railroad. Ride the train and cut your tree at Wiggins Tree Farm. Info: www.westchesterr.com.

Saturday and Sunday, Dec. 1-2, 2012

Greenberg Train & Toy Show at the Maryland State Fairgrounds, Timonium, Md. Info: www.GreenbergShows.com.

Saturday and Sunday, Dec. 1, 2, 8, 9, 15, 16, 2012

Santa's Express on the West Chester Railroad to Glen Mills. Info: www.westchesterr.com.

Saturday and Sunday, Dec. 1, 2, 8, 9, 15, 16, 22, 23, 2012

Santa Claus Express on the Wilmington & Western Railroad. Reservations recommended. Info: www.wvrr.com.

Sunday, Dec. 2, 9, 16, 23, 30, 2012

2012 Model Train Open House at the Columbia Historic Preservation Society, 21 N. Second St., Columbia on the 2nd floor. Handicap chairlift available. Lots of HO operating trains on a 1000 square foot layout. Train videos on TV. Free admission. Info: www.columbiahistory.net.

Friday, Saturday and Sunday, Dec. 7-9, 14-16, 21-23

Polar Bear Express on the Middletown & Hummelstown Railroad. By reservation only. Info: www.mhrrailroad.com/schedule/

Saturday, Dec. 8, 2012

Christmas Lights Trolley Trip by the Wilmington Chapter, NRHS. Leaves from Elmwood at 5:00 pm. Info: www.railroadphotographer.com.

Saturday and Sunday, Dec. 8-9, 15-16, 22-23, 2012

Santa's Surprise Trains on the Middletown & Hummelstown Railroad. Reservations recommended. Info: www.mhrrailroad.com/schedule/

Sunday, Dec. 9, 2012

Open House at Harris Tower from 1:00-4:00 pm. Located at 637 Walnut St., Harrisburg, PA, admission is free.

Various Days, Dec. 14-23, 26-30, 2012

Holiday Light Express on the Wilmington & Western Railroad using a PRR Doodlebug. Reservations suggested. Info: www.wvrr.com.

Saturday and Sunday, Dec. 29-30, 2012

Greenberg Train & Toy Show at the Valley Forge Convention Center, King of Prussia, Pa. Info: www.GreenbergShows.com.

Saturday and Sunday, Jan. 12-13, 2013

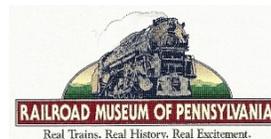
NRHS Winter Board of Directors' Meeting in Williamsburg, Va.

Saturday and Sunday, Jan. 26-27, 2013

2013 Railroad Hobby Show by the Amherst Railway Society at the Eastern States Exposition, 1305 Memorial Ave., West Springfield, Mass. 01089. Info: www.AmherstRail.org.

Saturday through Saturday, May 18-25, 2013

Lancaster Chapter, N.R.H.S. "North To Alaska" cruise. Info: Dennis Allen 717-786-4932 or Ron Irwin 717-299-6405 between 9:00 am and 8:00 pm. Registration deadline is December 31, 2012.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Through Sunday, Dec. 30, 2012

Exhibit: The Role of Railroads in Pennsylvania During the Civil War.

Saturday, Dec 1 and Dec. 8, 2012 - Home For The Holidays

Saturday, Dec 1 and Dec. 8, 2012 - Polar Express Parties



THE ROAD TO PARADISE

STRASBURG RAIL ROAD

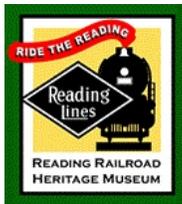
SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

Dec. 1-2, 8-9, 15-16, 2012 - Santa's Paradise Express

Friday Evening, Dec. 7 & 14, 2012 - The Night Before Christmas Train





500 SOUTH THIRD STREET, HAMBURG, PA
 WWW.READINGRAILROAD.ORG
 610-562-5513

Through Sunday, Sept. 15, 2013 - Exhibit: "Pulling for the Union: The Philadelphia and Reading Railroad in the Civil War"

Saturday, Nov. 10, 2012 through Sunday, Feb. 3, 2013 - Exhibit: Christmas Trains and Vintage Toys.

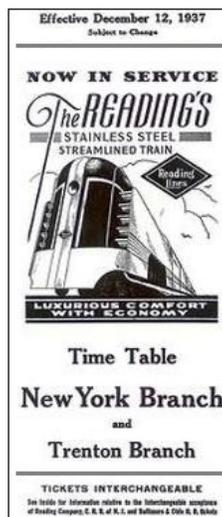


**NOVEMBER, 2012
 CHAPTER MEETING MINUTES**

There are no Chapter Meeting Minutes to report. The Annual Chapter Banquet superseded the Regular Chapter Membership Meeting.



**RIDING THE READING...
 READING COMPANY EVENTS
 IN DECEMBER**



Dec. 19, 1887 - New connection with PRR placed in service at Wetherill Jct.

Dec. 28, 1895 - Reading contracts with Hall Signal Company for automatic signals between Camden and Atlantic City.

Dec. 1, 1912 - Lindley station on the Bethlehem Branch closed.

Dec. 13, 1937 - Reading places 5-car Budd streamlined train in New York-Philadelphia service making two round trips per day; hauled by 4-6-2's with stainless steel bathtub shrouds; train has observation car at each end for fast turnaround; train is later christened *The Crusader* after a naming contest; new train and air conditioning of older equipment increases Reading's New York-Philadelphia business by 21% in 1938.

Dec. 21, 1962 - Budd Company delivers last

RDC, Reading No. 9152.

Dec. 1, 1971 - Reading and Penn Central ask SEPTA for 12% fare increase.



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

**ALTOONA CHAPTER, NRHS
 PURSUES PRR SLEEPER-
 LOUNGE RESTORATION**



The Horseshoe Curve Chapter of the National Railway Historical Society has created a restoration committee for their former *Union League Club* sleeping car. The Chapter, located in Altoona, PA, is seeking information such as blueprints, consists the car was

used in, etc. The details on the restoration are in the planning stages. There are no set time tables. As the car sits, it looks rough due to surface rust, however the car is surprisingly in sound condition with a few minor body repairs needing made due to mother nature. Please ask questions and we

will best to our ability try and answer them in a timely manner. Remember the project is in the planning stages so suggestions and ideas are welcomed. Thank you. The Chapter's website is at: <http://www.trainweb.org/horseshoecurve-nrhs/> [Penny News]



**DETAILS REVEALED ON FLORIDA
 INTRASTATE PASSENGER SERVICE**

ORLANDO – All Aboard Florida, the organization behind the restoration of high speed passenger service between Miami and Orlando, revealed a number of details of its plans in a filing with the Surface Transportation Board earlier in the month. The filing includes two parties under the All Aboard Florida banner, one for operations and one for stations.

The passenger train operator will rebuild a second track along the Florida East Coast Railway between Miami and Cocoa, Fla., and build entirely new track on right-of-way leased from the Florida Department of Transportation and Orlando-Orange County Expressway Authority. This would place about 40 miles of new rail line alongside or in the median of state Route 528, which runs between Cocoa and the Orlando airport and is operated by the OCEA.

All Aboard Florida will not seek public operating subsidies for the project, but is exploring the possibility of obtaining construction financing through the Federal Railroad Administration's Railroad Rehabilitation and Improvement Financing Program. Through the program the railroad can apply for direct loans and loan guarantees through the FRA.

The filing stipulates the new passenger service will not be a part of the interstate passenger rail network and should be exempt from federal oversight. All Aboard Florida will not participate in any through ticketing program with Amtrak. It also says no freight service will be operated by All Aboard Florida, or over the new right-of-way to Orlando. It does say that, for flexibility in operations, FEC dispatchers will have the option of using either track on the shared right-of-way for freight and passenger traffic.

Construction of the project is expected to generate 6,000 new jobs in the state, 1,000 permanent jobs, and even more job opportunities from transit-oriented development around the stations. All Aboard Florida expects to have trains running by Jan. 1, 2015, and plans to operate 16-19 daily trains, allowing for hourly service during peak times. The filing specifies the trains will be 900 feet long and be equipped with Wi-Fi and meal services. Trains will operate up to 79 mph on the share portion of the route and 110 mph on the newly built portion. Details on the type of equipment to be used are still unknown. [TRAINS News Wire]

BOMBARDIER
 the evolution of mobility

**BOMBARDIER WINS MARC OPERATIONS
 CONTRACT**

Maryland's Board of Public Works has awarded Bombardier Transportation a six-year, \$204.7 million contract to operate MARC's Camden and Brunswick passenger rail lines. A five-year renewal option worth \$205 million is part of the package.

Bombardier succeeds CSX Corp. in the role, and will assume operations in a transition period of eight months. Bombardier will offer work to existing CSX crews on both lines. The Camden Line operates over CSX

right-of-way between Washington, D.C. and Baltimore's Camden Station.

The Brunswick Line links the nation's capital with Martinsburg, W. Va., with a branch reaching Frederick, Md., also over CSX right-of-way.

After 30 years of service, CSXT "expressed its desire to focus on its core business, the movement of freight, and end its involvement in passenger-rail operations," the press release states.

Amtrak continues to operate MARC Penn Line service on Amtrak's Northeast Corridor, stretching from Washington, D.C. through Baltimore to Perryville, Md.

Bombardier's bid reportedly was lower, and registered better technical scores, than two competing bids. The company was chosen after an initial

round of bidding by the state was abandoned due to a lack of companies indicating interest.

Bombardier has pledged to award nearly 8% of its contract to minority-owned businesses, slightly higher than the 7% goal set for the project, according to state officials. Interest groups have expressed concern over this aspect of the contract. *[Railway Age and Progressive Railroading - Photo by Ira Silverman]*

[THE CAT \(-PAINTED SD70ACe\) IS OUT OF THE BAG](#)



PEORIA, Ill. - Oct. 22, 2012 - Electro-Motive Diesel's Caterpillar-painted SD70ACe No. 1201, fresh from its public debut, is set to rack up mileage this week. The unit appeared Saturday at the opening of the Caterpillar visitor center in downtown

Peoria, and is set to lead a Caterpillar equipment train from Peoria to Bloomington, Ill., on Wednesday. From there, EMD officials say it would lead a train of export equipment over Norfolk Southern to Savannah, Ga.

The engine in this unique paint scheme isn't a demonstrator or a test unit, EMD officials pointed out. It's more of a roving good will ambassador, showing the corporate relationship between Caterpillar and its subsidiary Progress Rail, which owns Electro-Motive Diesel. While Canadian-built No.

1201 is painted in Caterpillar corporate colors and its striping scheme follows the current EMD lease fleet standard. The name Caterpillar doesn't even appear anywhere.

The unit was at MINExpo International in Las Vegas in September and shipped back to the Midwest covered by a blue tarp. A video of the locomotive being moved down the Las Vegas strip is available on the Progress Rail web site at www.progressrail.com/prs-vegas-video.html.

[TRAINS News Wire - Photo by Jim Wrinn]

["KNOWLEDGE CORRIDOR" HSR FUNDS RELEASED](#)

The Department of Transportation and Connecticut Gov. Dannel P. Malloy Monday announced \$120.9 million had been released by the Federal Railroad Administration to upgrade Amtrak's New Haven-Springfield (Mass.) route, part of the New England "Knowledge Corridor."

The New Haven-Hartford-Springfield (NHHS) Rail Program will add \$141.9 million in Connecticut state funding to bolster the third of three FRA grants for the NHHS segment. A total of \$190.9 million in federal funding is involved in the \$365.6 million project, designed to add track capacity and increase speeds to 110 mph.

The NHHS segment is the southern portion of the full Knowledge Corridor, which runs north of Springfield to St. Albans, Vt. Separate but complementary efforts are under way to extend the route to Montreal, including the restoration of Amtrak's *Montrealer*.

Said Malloy, "Achieving this milestone means we can complete the design and construction of new track, signal and communication systems,

bridge, and station infrastructure improvements between New Haven and Hartford [Conn.] and provide an economic boon for the region." Malloy added that Connecticut's state contribution to the route reflects the Nutmeg State's support not just for New Haven-Hartford-Springfield rail service but also for Amtrak's Northeast Corridor, which runs along the Connecticut coastline.

"Once completed, there will be 17 round trip trains traveling between New Haven and Springfield, Massachusetts each day," said Deputy U.S. Transportation Secretary John Porcari. "The improvements in Connecticut will simplify routes for travelers throughout the Northeast Corridor, while building on President Obama's vision of making rail attractive and

competitive in the region."

Connecticut Department of Transportation (DOT) Commissioner James P. Redeker said that the NHHS Rail Program "will increase the safety, frequency and speed of intercity service along the 62-mile corridor and enhance regional rail connections," noting that the number of trains will increase from the current 12 per day today to 34 by 2016. Trains will reach speeds of up to 110 mph and travel times will be reduced significantly, he said.

Redeker said the installation of underground communication cable would begin later this month., marking the initial construction effort. Double-tracking of the segment, now largely single track, is slated for completion by the end of 2016. *[Douglas John Bowen - Railway Age]*



[IOWA PACIFIC ACQUIRES CAPE RAIL, INC.](#)

Chicago-based Iowa Pacific Holdings, LLC on Oct. 23 announced its acquisition of a controlling interest in Cape Rail, Inc., and its subsidiaries, Massachusetts Coastal Railroad, LLC and Cape Cod Central Railroad.

Iowa Pacific's interest will be held in trust until necessary regulatory approvals are received from the Surface Transportation Board.

Cape Rail and its subsidiaries provide freight and tourist passenger service in eastern Massachusetts, and will be operating a "Polar Express" event in November and December. Chris Podgurski will remain the president of Cape Rail. Said Podgurski,

"We are very excited to be working with Iowa Pacific. Access to Iowa Pacific's marketing and equipment resources will substantially enhance Cape Rail's ability to grow both its freight and passenger services. We are also looking forward to working with CSX Transportation, the Massachusetts secretary of transportation, and MassDOT's rail unit to further develop rail transportation in the state."

Ed Ellis, president of Iowa Pacific, said, "We are pleased to add Cape Rail to our portfolio of railroads. We believe Cape Rail has significant growth potential, and are eager to assist the existing management team in realizing that potential. We are particularly pleased that Chris Podgurski is joining our management team."

Ellis also noted, "With the addition of Cape Rail, and the recent start-up of operations of our new Santa Cruz and Monterey Bay Railway in California, Iowa Pacific now has a truly coast-to-coast scope."

Including Cape Rail, Iowa Pacific now operates nine railroads providing freight and/or passenger service, located in Texas, New Mexico, Colorado, Illinois, Oregon, New York, California, and Massachusetts. The company also has recently launched its new Pullman sleeping car service between Chicago and New Orleans. *[Douglas John Bowen - Railway Age. Photo by J. Sabourin, Cape Rail, Inc.]*

[PULLMAN SERVICE TO LAKE PLACID PROPOSED](#)

LAKE PLACID, N.Y. - Oct. 26, 2012 - Iowa Pacific Holdings and the Adirondack Rail Preservation Society may offer luxury Pullman-style passenger service between New York City and the Adirondack region of upstate New York, if the state department of transportation comes up with funding for major upgrades to the track between Lake Placid and Remsen, N.Y.

The proposed service would use restored Pullman dining and sleeping cars for high-end trains on the route between Utica and Lake Placid. The Adirondack preservation group currently operates scenic passenger trains between Utica and Thendara and between Lake Placid and Saranac Lake.

The rail corridor would require extensive track repair before through service could begin, estimated to cost between \$20 million and \$43 million. Sections of the route have been out of service since 1980. Officials of regional economic groups praised the plan.

In addition to the need for track repairs, there is controversy over the line

itself. There is on-going debate between railroad supporters and a group of advocates that wants to replace the railroad with a year-round, multi-use trail for hikers, bikers, snowmobilers and others. Snowmobilers and skiers already use the line during winter months. Two opposition groups quickly discounted the proposal.

Trains to Lake Placid would travel between New York City and Utica as part of regularly scheduled Amtrak trains. Iowa Pacific said it envisions, in addition to the Lake Placid-New York City operation, other expanded tourism rail operations along the Adirondack line, such as rail access to trailheads and waterways, and potential freight traffic. [TRAINS News Wire]

THIS MONTH'S BANNER PHOTO



A colorful Railway Express Agency Christmas tag from the War year of 1943.

We wish everyone a Very Merry Christmas and a Happy, Healthy and Wealthy New Year from Pennsylvania Dutch "Amish Country."

RAILROAD HUMOR

There is a control tower in the Chicago Terminal area and the tower operator hears a train crew ask over the radio, "What time is it?"

The operator, not knowing which railroad's train crew asked the question responds:

If this is Norfolk Southern, it is 3:10 pm.

If this is Canadian National, it is 1510.

If this is CSX, the big hand is on the 2 and the little hand is on the 3.

If this is Amtrak, it is Tuesday.

Welcome  aboard!

The Lancaster Chapter, N.R.H.S. warmly welcomes the following new Chapter members. Thanks for joining - it's a pleasure to have you aboard!

Arie and Sandra Vant Zelfden - 2427 Cypress Drive, Lancaster, Pa. 17602 - With apologies for misspelling your name in the November Lancaster Dispatcher.

G. Thomas Page and Linda - 2 Farm Lane, Lititz, Pa. 17543

Make this a Safe and Happy Holiday Season!



Always Expect a Train!



Don't get sidetracked! Renew your NRHS membership today!



PHOTO BY DICK JOHNSON

All NRHS memberships expire December 31st unless renewed for 2013. If you have already sent in your 2013 renewal, we thank you for your continued support of the Lancaster Chapter and its programs. If you have not renewed, however, please do so now. Thank you.



Why the best part of this Christmas trip can't be pictured!



No camera in the world can picture the best part of every Pullman trip—the wonderful peace of mind you enjoy when you go Pullman:

You know you're safer in a Pullman than you are at home. You know you travel on dependable railroad schedules regardless of the weather. You know you arrive at a convenient terminal right in the center of town.

Remember this when you plan your Christmas trip. And remember this, too: there's a Christmas rush even for Pullman reservations. Do your Pullman-shopping early—now, if possible.

Go Pullman

COMFORTABLE, DEPENDABLE, AND—ABOVE ALL—SAFE!



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CHRISTMAS HOLIDAY OPEN HOUSE WEEKEND



Christiana Freight Station, December 15 - 16, 2012

Lancaster Chapter, N.R.H.S., will have a Sales Table for the Open House Weekend

DAILY SCHEDULE

SATURDAY, DECEMBER 15 - 3:00 PM TO 8:00 PM

Family Children's Party - 3:00 PM to 5:00 PM

Train Displays, Visit from Santa, Children's Activities, Free Hot Dogs and Drinks for Children

Hay Rides starting at 5:00 PM

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

Popcorn - Hot Dogs - Snacks - Drinks will be available

See Christiana Borough's Annual "Light Up Christmas" Christmas Lighting Contest

Hay Rides Around Town Sponsored by the Christiana Lions Club

SUNDAY, DECEMBER 16 - 1:00 PM TO 5:00 PM

Freight Station Decorated for Christmas - Train Displays

Popcorn - Snacks - Drinks will be available

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

OPEN HOUSE FROM 1:00 PM TO 5:00 PM

CHAPTER MEMBERSHIP MEETING AT 5:00 PM - ANNUAL CHRISTMAS PARTY AT 5:30 PM

Please Bring Cookies/Snacks or a Covered Dish to Share

Chapter will provide Plates and Drinks





“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES



DECEMBER

DECEMBER 15, 2012 - SATURDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - HOLIDAY OPEN HOUSE

The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas displays - a fun-filled evening for the entire family!

DECEMBER 16, 2012 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - MEETING AND CHRISTMAS PARTY

OPEN HOUSE FROM 1:00 PM TO 5:00 PM, MEMBERSHIP MEETING AT 5:00 PM & CHRISTMAS PARTY AT 5:30 PM

Doors open at 1:00 PM. Regular Chapter Membership Meeting at 5:00 PM, with our Annual Chapter Christmas Party at 5:30 PM. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit!

DOWN THE TRACKS IN 2013

We expect to have an interesting variety of programs for 2013 featuring presentations by Ron Irwin, Mark Eyer, Joel Altland, Glenn Kendig, Paul Kutta and others. The popular Chapter “Away” meetings may venture to Manheim, the Strasburg Rail Road and the West Chester Railroad. Further information will appear in the *Lancaster Dispatcher*.

JANUARY 2013

JANUARY 14, 2013 - MONDAY, 7:30 PM - TRAVEL TIME OFFICE - CHAPTER BOARD MEETING

JANUARY 21, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Were you unable to attend the Chapter's California Dreamin' trip? Join us for another fantastic travelogue featuring spectacular scenery as Chapter Member Ron Irwin presents a photographic journey that you won't want to miss. Almost as good as being there without having to go through airport security! Bring a friend to our first meeting of the new year....there will be plenty of snacks and hot beverages to warm you!

FEBRUARY

FEBRUARY 18, 2013 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

CHAPLAIN CONTACT INFORMATION:

DORIS GEESEY EMAIL: RSCOOTER2@GMAIL.COM PHONE: 717-347-7637

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



**FORLORN PRR K4s No. 1361 “GUARDS” HORSESHOE CURVE
ON A COLD AND SNOWY WINTER DAY IN THE EARLY ‘60s.
TODAY, DISMANTLED, SHE SADLY SITS SILENT AND COLD ONCE AGAIN...**



LANCASTER CHAPTER BOARD of DIRECTORS

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TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRUTLEDGE@NRHS1.ORG
EDITOR:	ED MAYOVER	302-834-3662	EMAYOVER@NRHS1.ORG
HISTORIAN:	EVAN RUSSELL, JR.	610-269-7054	ERUSSELLJR@NRHS1.ORG
CHAPLAIN:	DORIS GEESEY	717-347-7637	DGEESEY@NRHS1.ORG
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NATIONAL REP:	FRED KURTZ	717-625-1204	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING AND ANNUAL CHRISTMAS PARTY OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON *SUNDAY EVENING, DECEMBER 16, 2012, STARTING AT 5:00 P.M.*

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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

Forwarding and Address Correction Requested

**LANCASTER CHAPTER, N.R.H.S.
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416**

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