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Real Rail Line Joins Underground Railroad Sites

By Tom Knapp, Intelligencer Journal/Lancaster New Era



The national network of Underground Railroad sites has lacked an actual railroad - until now. A portion of Amtrak's Keystone Corridor, which stretches from Lancaster to Philadelphia, has just made the list.

The National Park Service announced last November that the busy 70-mile-long stretch of rail, formerly the Philadelphia and Columbia Railroad, has been recognized for the role it played when slaves fleeing Southern states hid in specially designed boxcars en route to Philadelphia.

It has been designated an official site of the National Underground Railroad Network to Freedom.

"It's a major, newly recognized layer of history that Lancaster County should be very proud of and should begin promoting, along with Amtrak," historian Randy Harris said recently.

Harris was hired last fall by the Pennsylvania Tourism Office, through the Pennsylvania Dutch Convention & Visitors Bureau, to prepare the application, citing activity there from the 1830s up through the Civil War.

The National Park Service approved the application in August, 2010.

"It's a really wonderful story that needs to be further documented, not only in Columbia but along the stretch to Philadelphia and the towns along the line," Harris said.

Origin Story

The Underground Railroad, some historians believe, had little to do with actual railroads or underground places. Harris disagrees.

"It's true in 90 percent of the locations where Underground Railroad activities occurred," he said. "But it started here. And here it was about railroads. It was about underground places. It was about Quakers helping African-Americans."

Anecdotal evidence indicates the term "Underground Railroad" had its genesis in Lancaster County, Harris said.

Columbia, with a large population of free black citizens dating back at least to 1820, was the epicenter of "Underground Zero," an area including York and Lancaster counties and the Susquehanna River, he said.

[Via The York Dispatch - Courtesy of Chapter Member Richard Rutledge]



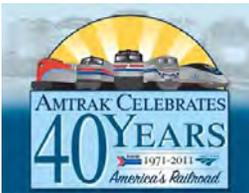
THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



HAVE YOU PAID YOUR 2011 DUES?

If you have not paid your 2011 dues, this will be your LAST ISSUE of the Lancaster Dispatcher. Please remit your dues so that we receive them prior to March 11, when the next report to National is due. Members not renewed by March 31 will be dropped from NRHS records and must reapply as a new member.



Amtrak Keystone Service to Add Quiet Car®

WASHINGTON – In response to customer demand, Amtrak Keystone Service (Harrisburg–Philadelphia–New York) added Quiet Car® service starting Jan. 24, providing passengers with a peaceful, quiet atmosphere to work or rest without distraction.

The coach car adjacent to the locomotive will typically be designated as the Quiet Car. Seating on the Quiet Car is available on a first-come, first-served basis, and cannot be reserved. There is no additional charge for a seat in a Quiet Car.

While riding in the Quiet Car, passengers must follow these guidelines:

- Hushed Voices: Strictly limit conversation and speak only in quiet, subdued tones.
- Muted Devices: No use of any devices that emit sounds, including cellular phones, handheld games without headphones, laptop computers with audible features enabled, or CD, DVD, iPod and MP3 players without headphones.
- Headphones/Earpieces: Volume must be low enough so that the audio from headphones/earpieces cannot be heard by neighboring passengers.

The Amtrak Quiet Car first started in 1999 on the Northeast Corridor between Philadelphia and Washington. Today the Quiet Car has expanded to include Acela Express and Northeast Regional service between Washington and Boston, as well as the Hiawatha Service between Chicago and Milwaukee

Amtrak Keystone Service trains are financed in part through funds made available by the Pennsylvania Department of Transportation. [Amtrak]

Amtrak Eyes New Cross-Hudson Rail Tunnel Plan

New Jersey's two U.S. Senators joined Amtrak President Joseph Boardman Feb. 7 in Newark, N.J. to advance a plan, this time led by Amtrak and dubbed the "Gateway Tunnel," to increase capacity on the Northeast Corridor under the Hudson River.

Citing President Obama's commitment to U.S. high speed rail efforts, the senators and Amtrak painted the project as compatible with "A Vision for High-Speed Rail in the Northeast Corridor," released by Amtrak last September. Observed Menendez, "It fits right in with the President's call" for more passenger rail, particularly HSR. Added Amtrak's Boardman, "Penn Station is one of the biggest bottlenecks on the Northeast Corridor."

Cautioned Lautenberg, "Amtrak can't do this alone. New York will have to be a partner, and I expect the Port Authority [of New York & New Jersey] to be a partner as well."

Amtrak board member Anthony R. Coscia, formerly chair of the Port Authority (PA), was present at the press conference. Coscia described the proposal as "the beginning of a vision for Northeast Corridor high speed rail." He added, "It shows how regional, national, and local needs can be addressed in an intelligent way." But when questioned whether the PA's fiscal commitment to ARC could be transferred to the Amtrak proposal, Coscia declined to comment.

Unlike New Jersey Transit's Access to the Region's Core (ARC) project, terminated last October by Gov. Chris Christie, the Amtrak-led effort would direct two additional tracks, and two tunnels, to directly serve Pennsylvania Station in Manhattan, including the Moynihan Station project, an expansion of the station complex eyed as Amtrak's new home.

Lautenberg noted that at least part of the proposal being advanced preceded ARC's demise last October. Amtrak had planned to build its own tunnel under the Hudson River after the ARC tunnel was completed, he said. But ARC's demise made extra trans-Hudson capacity even more urgent, he said. "I urge Amtrak to step in. We have to act now," the senator said.

The Amtrak plan does not envision any connection to Grand Central Terminal—a component of the original ARC plan advanced in 1993—but instead would add capacity at Penn Station for Amtrak, NJ Transit, Metro-North, and even (marginally) the Long Island Rail Road.

The Amtrak plan includes addressing the capacity constraints of the NEC's Portal Bridge in the New Jersey meadowlands, which NJ Transit was advancing as a component separate from ARC, partly in order to keep ARC's estimated price tag down.

Queried aggressively by the assembled press, Amtrak's Boardman said the cost estimate for Amtrak's proposal was \$13.5 billion. ARC's original cost was estimated at roughly \$5 billion during the 1990s, and officially reached between \$8.9 billion and \$9.1 billion by last year, when Gov. Christie, voicing concerns over even higher potential costs, all to be covered by New Jersey, terminated the project.

With several questioners expressing skepticism over fiscal support for the new plan—more than one cited Gov. Christie's complaint that ARC was not fiscally supported by either New York State or New York City—Boardman asserted, "I expect to see New York at the table." Further, he said, "We expect there'll be private investment in this project," in essence making it a public/private partnership of some sort.

Asked if New Jersey Gov. Christie had been contacted, Lautenberg replied, "I'm sure we'll hear from him." Both Lautenberg and Menendez added that they planned to meet with New Jersey's House delegation.

Though each speaker spoke in terms of aiding New Jersey "commuters," Lautenberg also emphasized the plan's strength in "allowing folks in New York, and other points, such as Connecticut, to access [New York City]." He added, "This [plan] has Moynihan Station." ARC, by contrast, envisioned a stub-end station linked by walkway to the existing Penn Station complex.

"Gateway Tunnel" would allow 21 more trains per hour under the Hudson River to (or from) New York. ARC, even in its latter stage, promised 25 trains per hour, virtually all of them New Jersey Transit trains. Menendez, acknowledging this, also noted regional connectivity, saying the Amtrak plan offers "more NJ Transit capacity, though not as much [as ARC itself did], and it has more of a regional approach."

Asked if Amtrak's current plan was in fact one alternative rejected by NJ Transit in its ARC proposal, Boardman said, "I don't know what the old

plan was, in detail, but this is a better plan." Later during the conference, however, he volunteered, "I didn't like the NJ Transit plan when I was Federal Railroad Administrator," and reiterated his belief that Amtrak's plan was an improvement.

The NEC currently handles 260 million rail riders per year from Amtrak and regional rail operators, Boardman said, and the number is expected to rise to 430 million by 2030. "Penn Station and Moynihan [Station] are key to the next 100 years," he said. "And we're late. We're late already."

[*Railway Age Rail Group News*]

[America's Railroad Set to Celebrate 40th Anniversary](#)

On May 1, 2011, Amtrak will kick off a year-long celebration honoring 40 years as America's Railroad.

For the past several months, a small dedicated group of employees has been organizing a wide range of activities that will touch every part of the system to mark this seminal event. The kick-off celebration will take place in May with National Train Day and Employee Appreciation Day, and will continue through May 2012.

"All our employees — past and present — will be proud that most of the work is being done in-house," said Vice President of Government Affairs and Corporate Communications Joe McHugh. "And why not? In addition to help us keep costs down, who better to tell our story and the promise of our future than the Amtrak family."

The company is currently compiling a commemorative book, *Amtrak: An American Story*, on the company's history and its plans for the future. The book will feature photos and employee stories depicting Amtrak's first 40 years.

It will also contain a section dedicated to "A Day in the Life of Amtrak" comprised of many of the more than 2,000 photos submitted by Amtrak employees depicting 24 hours in the life of our company.

In addition, an Emmy award-winning producer is working on a documentary illustrating the history of Amtrak and the importance of Amtrak to this country. Both of these items will be available for purchase.

Concurrent with this work, Beech Grove is renovating surplus equipment and restoring one F-40, one P-40, three baggage cars, and an

Amfleet food service car for a special 40th anniversary "museum train" that will travel across the country to many employee locations.

The baggage cars will be turned into museum cars that will display exhibits of historic advertising, uniforms, photographs and other items of interest. The food service car will serve as a combination retail center and rotating exhibit space.

Four locomotives are also being repainted in historic colors to mark the event.

In recognition of employees past and present, the company is producing a video focused on the people who have helped make Amtrak America's Railroad. The video will be made available to all employees.

After the new year, and leading up to the start of the celebration, look for additional updates and details of anniversary events in various locations. Thanks for 40 great years! [*Amtrak Ink employee publication*]

[National Train Day - May 7, 2011](#)



Amtrak is calling all kids – young and old – to join in the festivities in Washington, D.C. Philadelphia, Los Angeles and Chicago and also celebrate the 40th anniversary of Amtrak as America's Railroad. Events in the four major markets will feature a unique element to further excite and educate train enthusiasts, including:

1. 40th Anniversary "Exhibit Train" (Washington, D.C.)

Washington, D.C.'s National Train Day event will serve to launch the nationwide tour of the 40th anniversary "exhibit train." The exhibit will consist of two locomotives, three renovated baggage cars displaying historic advertising, uniforms, photos, and other memorabilia, and an Amtrak Bistro car to be used as a retail center and for various exhibits displaying memorabilia such as vintage advertising, past menus, dinnerware, period uniforms and photographs from each of the past four decades.

2. B&O Railroad and the Civil War (Washington, D.C.)

The B&O Railroad owned the only line into Washington, D.C. during the Civil War playing a critical role during the conflict. Abraham Lincoln made only five historic railroad journeys during his presidency - all across the B&O's line. This interactive exhibit is presented in partnership with the Baltimore and Ohio Railroad Museum.

3. The Great Migration (Philadelphia)

African-Americans migrated from the South to the Northeast, Midwest and West via passenger (and sometimes freight) trains during the early 20th century. This exhibit will chronicle The Great Migration, which lasted until 1930 and was a step in the full nationalization of the African-American population.

4. East Meets West (Los Angeles)

Archived photos, facts and stories of the 19th century Chinese contribution to the development of the railroad will be displayed at this exhibit in partnership with local Asian community and cultural organizations.

5. California Missions (Los Angeles)

The 21 California Missions along the El Camino Real (also known as The Royal Highway located between San Diego and San Francisco) will be showcased at this exhibit. A California Mission docent will be on hand to speak about the history of the Missions and their connection to the railroad and an Amtrak representative will speak about current travel routes and trips.

6. Hands On The Past: Mexican Contributions To The Railroad (Chicago)

During World War II, thousands of Mexicans came to the U.S. under a guest worker program called the "Railroad Braceros" to build and maintain our nation's passenger railroad system. This exhibit will honor the contributions by Hispanics to the nation's railroad. Further information at: www.nationaltrainday.com. [*Amtrak*]

[First Amtrak Locomotive in Historic Paint Scheme Kicks Off Year-Long 40th Anniversary Celebration](#)



AMTRAK P42 No. 145 SHOWS OFF ITS RETRO PAINT SCHEME IN CHICAGO ON JAN. 31. PHOTO BY MATT VAN HATTEM

CHICAGO — Amtrak has repainted P42 diesel No. 145 in a historic color scheme, with special lettering to commemorate the passenger railroad's 40th anniversary. The

P42 was painted in Amtrak's "Phase III" scheme at its shop in Beech Grove, Ind., and ran to Chicago Jan. 30 in the consist of the westbound Hoosier State from Indianapolis. It departed that evening for Washington, as the lead unit on the eastbound Capitol Limited.

No. 145 is the first of four locomotives that will be repainted this year into the company's historic schemes as part of a series of events that will take place throughout 2011 to commemorate Amtrak's 40th anniversary. The nation's passenger railroad took over operations of intercity passenger

trains in the United States on May 1, 1971.

All four locomotives will be in service by the end of April and operate on trains across Amtrak's national network. Amtrak will announce each one's release on Twitter (twitter.com/Amtrak) and on its Facebook page.

Other events will include a special exhibit train that will tour the system from May 2011 through May 2012, National Train Day celebrations around the country on May 7, 2011, publication of the commemorative book "Amtrak: An American Story," and the release of a documentary video. The exhibit train will include three baggage cars retrofitted as exhibit cars and an Amfleet food service car where souvenir items will be sold. The train will be pulled by F40PH and P40 locomotives restored at Beech Grove and wearing historic paint schemes.

P42 No. 145, built by General Electric in 2001, wears the "Phase III" scheme with evenly spaced red, white, and blue stripes. The color scheme debuted in 1979 and adorned locomotives and passenger cars through the mid-1990s. Among the other locomotives slated for repainting:

- P42 No. 156 will wear the Phase I scheme introduced in 1972 that includes a red nose and large Amtrak arrow logo on its side.
- P42 No. 66 will wear the Phase II scheme introduced in 1975, with large red and blue stripes flanking a small white pinstripe.
- P42 No. 184 will wear the Phase IV paint scheme that debuted in 1993 featuring a large blue stripe beneath red and white pinstripes.
- P42 No. 163 will represent today's Phase V scheme introduced in 2001 with the debut of Amtrak's Acela trainsets.

Amtrak will launch a special 40th anniversary website this spring, and announce additional information about other anniversary activities as the events approach. [TRAINS News Wire]



[Pennsylvania Receives \\$750,000 Grant to Study Keystone Corridor Expansion](#)

The Federal Railroad Administration (FRA) has provided a \$750,000 High-Speed Intercity Passenger Rail (HSIPR) Program grant to the Commonwealth of Pennsylvania to study the expansion of Amtrak's Keystone Corridor from Harrisburg to Pittsburgh. Passenger trains on the Keystone Corridor currently operate at 110 mph between New York, Philadelphia and Harrisburg, and have seen ridership grow from 891,764 passengers in 2006 to 1,296,838 last year. The study will evaluate the feasibility of electrifying track between Pittsburgh and Harrisburg, construction of dedicated tracks for passenger trains and major signal and switch improvements. The study will also evaluate installation of concrete ties, procurement of new passenger cars and alternative route alignments. The FRA grant is from FRA's fiscal year 2009 Intercity Passenger Rail appropriation with a 50 percent state match requirement from Pennsylvania's Department of Transportation. [FRA Press Release - January 28, 2011]



[CSX Announces Record Fourth Quarter and Full-Year 2010 Results](#)

Fourth Quarter Highlights:

- Operating income increases 46 percent to \$846 million
- Operating ratio improves 500 basis points to 70.0 percent
- Earnings Per Share increases 48 percent to \$1.14

Full Year Highlights:

- Operating income increases 35 percent to \$3.1 billion
- Operating ratio improves 380 basis points to 71.1 percent
- Earnings Per Share increases 40 percent to \$4.06

CSX Corporation Jan. 24 announced fourth quarter earnings of \$430 million, or \$1.14 per share, versus \$303 million, or \$0.77 per share, in the same period last year. This represents a 48 percent year-over-year

improvement in earnings per share and a record fourth quarter for the company.

Fourth quarter revenue grew to \$2.8 billion, a 21 percent increase from the prior year, on a 13 percent increase in volume. The fourth quarter of 2010 included an extra week resulting from the company's 52/53 week fiscal reporting calendar. Excluding the extra week, revenue increased 14 percent and volume increased seven percent on a comparable basis.

Continued revenue growth, along with productivity and operating leverage, drove a 46 percent increase in operating income to \$846 million, and a 500 basis point improvement in the operating ratio to 70.0 percent for the quarter.

"With growth across nearly all the markets we serve and continued strong performance in our operations, we are driving outstanding value for our customers and shareholders," said Michael J. Ward, chairman, president and chief executive officer.

Full-year Results

CSX continued its excellent safety performance in 2010 and achieved a 17 percent reduction in its FRA personal injury rate to 1.00, an all-time record for the full year.

The company also delivered record financial results for the full year. Earnings were \$1.56 billion, or \$4.06 a share, versus \$1.14 billion, or \$2.89 a share, for 2009. These results were driven by strengthening volume, revenue, productivity and operating leverage, which also led to a record annual operating ratio of 71.1 percent.

CSX continued to apply its balanced approach to deploying capital for shareholders in 2010. The company invested \$1.8 billion in its business, increased its dividend twice, repurchased \$1.5 billion of its shares, and expects to repurchase approximately \$300 million of its shares in the first quarter of this year, completing its current \$3 billion share repurchase program.

2011 Expectations

CSX expects to produce record financial results, including a high-60's operating ratio in 2011. This progress is consistent with the Company's previously announced goal of achieving a 65 percent operating ratio no later than 2015. In addition, the company plans to invest \$2 billion in its business during 2011, with approximately two-thirds of that investment in the company's infrastructure and rolling stock, and the remaining split between strategic and regulatory investments.

"This investment will further strengthen our company's transportation network, enhance our ability to reliably serve America's freight transportation needs, and create shareholder value in the near- and long-term," said Ward. [CSX Corp., Inc.]

[CSX to Invest \\$2 Billion to Strengthen Its Rail Network](#)

JACKSONVILLE, Fla., Jan. 25, 2011- CSX Corporation will invest \$2 billion to increase the quality, flexibility and capacity of its rail network, the company announced as part of its quarterly and full-year earnings report today. That's on top of the \$1.8 billion the company invested in 2010, a year in which operating income was \$3.1 billion.

"CSX believes in the ability of the U.S. economy to continue growing and is committed to supporting its customers as that occurs," said Michael J. Ward, CSX chairman, president and chief executive officer. "This is an important time for CSX and other companies to take stock in what we need to do together to drive growth and increase U.S. competitiveness in the global marketplace while creating jobs."

The company also said today that it will increase employment by one to two percent in 2011 as business levels continue to return in an improving economy. CSX currently employs 30,000 people who earn highly competitive wages and benefits. [CSX Corp., Inc.]

Customers Locate on CSXT to Grow, Create Jobs

Leveraging the economic and environmental benefits of rail, customers committed to 130 new or expanded facilities on CSX Transportation (CSXT) lines in 2010. Upon completion, these projects will create as many as 5,200 new jobs.

The facilities are located in 18 states, and include markets such as energy, consumer goods and manufacturing. They represent more than \$3.6 billion in customer investments, and ultimately will contribute \$216 million in annual revenue to CSXT, said Clark Robertson, Assistant Vice President-Regional Development.

The facilities will be built on both CSXT lines and on some of the more than 240 short lines and regional railroads that connect to CSXT.

"CSXT is playing an important role in our nation's economic recovery, providing the critical link to connect producers, distributors and consumers," Robertson said. "Just as important, we're helping to stimulate community investment and jobs."

In addition, 98 customers who had committed to new or increased rail traffic in 2010 and prior years began moving goods and commodities that at full production will result in more than \$168 million in revenue.

Trains are capable of moving a ton of freight nearly 500 miles on a gallon of fuel. That fuel efficiency, coupled with CSXT's market reach that includes connections to more than 70 ocean, lake and river ports, is important to customers and economic development agencies as they look for sites for a variety of businesses.

CSXT offers pre-certified "super sites" to businesses seeking locations for expansions or startups, as well as track design and logistics expertise. The company's TRANSFLO transload services offer a way for non-rail served shippers to connect to the North American rail network. [CSX Corp., Inc.]

BLET Members Ratify CSXT Agreements

Brotherhood of Locomotive Engineers & Trainmen (BLET) members from two of four general committees of adjustment at CSX Transportation ratified two tentative agreements. To take effect soon, the pacts cover more than 40 percent of BLET-represented engineers working for CSXT.

The contracts will transition workers from a modified former Conrail agreement to a CSXT single system agreement, which includes "many new work rules and benefits," such as a new compensation system that combines a performance bonus plan, general wage increases and a signing bonus, BLET officials said in a prepared statement.

In addition, BLET members from two general committees of adjustment ratified an agreement that creates a Northern Mid-Atlantic Seniority District that preserves existing seniority for all employees working in the northern, eastern and western districts, and provides other assurances.

All told, the pacts cover more than 2,100 members, according to the union. [Progressive Railroading]

Few Conrail Blue Locomotives Remain on CSX



Conrail Blue locomotives on CSX are approaching endangered species status. According to the *Bull Sheet* web site, the CSX roster lists only 21 units still in Conrail paint: B40-8 (3 - Nos. 5960, 5961, 5973), C40-8 (2 - Nos. 7489, 7493), C40-8W (10 - Nos. 7301, 7302, 7303, 7323, 7326, 7329, 7331, 7335, 7374, 7919), GP38-2 (2 - Nos. 2730, 2758), GP40-2 (1 - No.

4428), SD40-2 (2 - Nos. 8814, 8865), SD50 (1 - No. 2497). [The Bull Sheet - updated from Central New York Chapter - The Green Block]



Norfolk Southern Reports 2010 Fourth-Quarter and Full-Year Results

For fourth-quarter 2010 vs. fourth-quarter 2009:

- Railway operating revenues increased 14 percent to \$2.4 billion.
- Income from railway operations improved 17 percent to \$642 million.
- Net income increased 31 percent to \$402 million.
- Diluted earnings per share rose 33 percent to \$1.09.
- The railway operating ratio improved by 1 percent to 73.2 percent.

For 2010 vs. 2009:

- Railway operating revenues increased 19 percent to \$9.5 billion.
- Income from railway operations improved 36 percent to \$2.7 billion.
- Net income increased 45 percent to \$1.5 billion.
- Diluted earnings per share rose 45 percent to \$4.00.
- The railway operating ratio improved by 5 percent to 71.9 percent.

NORFOLK, VA. – Norfolk Southern Corporation Jan. 25 reported fourth-quarter 2010 net income of \$402 million, or \$1.09 per diluted share, 31 percent higher compared with \$307 million, or \$0.82 per diluted share, for the same quarter of 2009.

Fourth-quarter 2010 results benefitted from a \$34 million, or \$0.09 per diluted share, change in estimate affecting deferred income taxes.

Net income for 2010 was \$1.5 billion, or \$4.00 per diluted share, an increase of 45 percent, compared with \$1.0 billion, or \$2.76 per diluted share, in 2009.

"During 2010 we profitably grew the business, invested in the franchise, generated significant levels of cash, and produced attractive returns for our shareholders," said CEO Wick Moorman. "We have every reason to believe that 2011 will be an even stronger year for us."

Fourth-quarter railway operating revenues were \$2.4 billion, 14 percent higher compared with the same period a year earlier. For 2010, railway operating revenues increased 19 percent to \$9.5 billion compared with 2009.

General merchandise revenues were \$1.2 billion, up 10 percent compared with fourth-quarter 2009. For 2010, general merchandise revenues were \$5.0 billion, 20 percent higher compared with 2009. General merchandise traffic volume increased 3 percent in the quarter and 14 percent for the year compared with the same periods of 2009.

Coal revenues in the fourth quarter were \$685 million, up 18 percent compared with the same period last year. For 2010, coal revenues were \$2.7 billion, 20 percent higher compared with 2009. Coal traffic volume increased 12 percent in the quarter and 10 percent for the year compared with the same periods of 2009.

Intermodal revenues were \$471 million, up 16 percent compared with fourth-quarter 2009. For the year, intermodal revenues were \$1.8 billion, up 17 percent compared with 2009. Intermodal traffic volume increased by 13 percent in the fourth quarter and 16 percent for 2010 compared with the same periods of 2009.

Railway operating expenses were \$1.8 billion for the fourth quarter, 12 percent higher compared with the same period a year earlier. For 2010, railway operating expenses were \$6.8 billion, up 14 percent compared with 2009, primarily due to fuel expenses and higher costs associated with compensation and benefits.

Income from railway operations was \$642 million for the fourth quarter, up 17 percent, and \$2.7 billion for the year, up 36 percent, compared with the same periods of 2009. The fourth-quarter railway operating ratio improved by 1 percent to 73.2 percent compared with the same period last year. For 2010, the railway operating ratio improved by 5 percent to 71.9 percent compared with 2009. [Norfolk Southern Corp.]

Norfolk Southern Facilitates \$2.5 Billion in Industrial Investment Along Rail Lines in 2010

NORFOLK, VA. - Norfolk Southern Corporation participated in the location of 67 new industries and the expansion of 28 existing industries along its rail lines in 2010.

New plants and expansions represented an investment of \$2.5 billion by Norfolk Southern customers and are expected to create 2,000 jobs in the railroad's territory, eventually generating more than 132,000 carloads of new rail traffic annually.

Norfolk Southern assisted state and local government and economic development officials throughout 16 states in helping customers identify ideal locations for new and expanded facilities.

"The energy sector again anchored our results during 2010," said Newell Baker, assistant vice president industrial development. "Norfolk Southern assisted in the location or expansion of 32 energy-related facilities in 12 states across our service area. Biofuels production and distribution accounted for the lion's share of energy projects, with nine new and expanded facilities that began to receive NS rail service in 2010. In addition, we are seeing the first fruits of traffic from Marcellus Shale gas exploration projects, and we expect this to be a strong subsector for us in the coming years."

The balance of other projects secured during 2010 was distributed among several of the broad product areas Norfolk Southern serves.

Norfolk Southern works with state and local economic development authorities on projects involving site location and development of infrastructure to connect customers to its rail system and provides free and confidential plant location services, including industrial park planning, site layout, track design, and logistics assistance. During the past 10 years, Norfolk Southern's Industrial Development Department has participated in the location or expansion of 1,062 facilities, representing an investment of \$24 billion and creating more than 45,000 customer jobs in the territory served by the railroad. [Norfolk Southern Corp.]



Bad Weather Delays Start of Pennsauken Train Station

Bad weather has delayed the start of construction of a \$40 million Pennsauken train station to link the Atlantic City Line and River Line. But behind the scenes, design work has continued, and the station is on schedule for completion by December 2012. Construction permits were issued in January for the River Line portion of the station.

"As soon as we get a few consistently good days, the contractor will start activity," said Dan Stessel, spokesman for NJ Transit.

The Atlantic City Line part of the station is under design by NJT. The design is expected to be completed by March, and if it gets code approval, the construction contract is to be awarded this summer, Stessel said.

The new Pennsauken Transit Center will connect the east-west Atlantic City Line and the north-south River Line, allowing passengers to transfer directly between them. The two-level station will be built where the Atlantic City Line crosses above the River Line, near Deroousse Avenue west of River Road. The station also will be served by NJ Transit buses.

The project, to be paid for with federal stimulus funds, was launched with considerable fanfare in October, 2009, with local, state, and federal officials on hand for a ceremonial ground-breaking. Little work has been done at the site since. Eventually, two 300-foot platforms will be built, one on each side of the Atlantic City Line tracks, with stairs and two elevators to provide access to the River Line below.

The work is to be done in two phases. First will come River Line elements of the project, including a 200-foot platform on the east side of the tracks. A \$2.1 million contract for the work was awarded to Northeast Remsco Coast Inc. of Farmingdale, N.J., and Arora & Associates of Lawrenceville, N.J.

The second-phase contract will include the Atlantic City Line platforms, elevators, a 280-space parking lot, ticket-vending machines, passenger communication equipment, and resurfacing, curbing, and lighting improvements to Deroousse Avenue.

Construction remains on track to be completed by December 2012, Stessel said. The station is expected to be open to passengers early in 2013.

Transit officials hope the station will boost ridership on the underused Atlantic City Line, which operates from Philadelphia with stops in Cherry Hill, Lindenwold, Atco, Hammonton, Egg Harbor City, and Absecon.

The light-rail River Line, which opened in 2004, makes 20 stops in towns along the Delaware River from Camden to Trenton. [Paul Nussbaum - Philadelphia Inquirer Staff Writer]



SEPTA Plans New Payment System, Rail-Car Purchase and Station Renovation

At its January meeting, the Southeastern Pennsylvania Transportation Authority's (SEPTA) board approved funding proposals for three major initiatives: a \$250 million grant and fare revenue bond plan to acquire 120 new regional rail cars and renovate the Wayne Junction Station; and a \$175 million plan to install a new fare payment system.

The grant and fare revenue bonds are anticipated to provide up to \$208 million to buy 120 new, Silverliner V regional cars under a contract with Hyundai-Rotem, plus related costs. The cars "will significantly upgrade customer service throughout the regional rail system," SEPTA officials said in a prepared statement.

The grant and revenue bonds also will help finance the Wayne Junction Station renovations this year, even though the project was cut from the fiscal-year 2011 capital budget due to a 25 percent funding reduction. Funding for the station will come from a \$4 million grant award from the Federal Transit Administration and \$23 million from the bond sale.

In a separate decision, the board approved a loan commitment agreement with the Philadelphia Industrial Development Corp. (PIDC) Regional Center that will provide up to \$175 million in funding for a new payment technology initiative that includes a "Smart Card" project, as well as related infrastructure, communications and customer service improvements.

The new payment technology initiatives will be financed through the "Welcome Fund," a low-cost loan program developed by PIDC in conjunction with CanAm Enterprises L.L.C.

SEPTA pursued the "innovative" financing after the Smart Card project was cut from the fiscal-year 2011 capital budget due to the 25 percent cut, SEPTA officials said. The new payment system is expected to be completed in about three years. [Progressive Railroading]



PRR, PRSL & LIRR EVENTS IN MARCH

Mar. 26, 1896 - Northbound Atlantic City-Jersey City *Nelly Bly* is first revenue train to cross Delair Bridge; done to avoid wreck at White Hill.

Mar. 27, 1901 - PRR Board approves plan for West Philadelphia improvements; new line from 34th Street Tunnel, new West Philadelphia Station at 32nd & Market, the so-called "New York-Pittsburgh Subway" tunnel at Mantua, and the eastbound Schuylkill Division duckunder at 52nd Street.

Mar. 31, 1906 - Philadelphia & Thorndale Branch opens between Glen Loch and Thorndale, Pa.

Mar. 17, 1911 - LIRR opens double track between Hicksville and Syosset.

Mar. 20, 1916 - Pres. Rea makes report on Hotel Pennsylvania at New York; have made contracts with McKim, Mead & White, architects, and George A. Fuller Company, building contractors; will develop entire lot with a service building between the hotel and Gimbels.

Mar. 15, 1921 - Manhattan Division abolished and merged into New York Division.

Mar. 25, 1926 - PRR announces plans to electrify Philadelphia-Wilmington and Philadelphia-West Chester lines.

Mar. 18, 1931 - PRR reroutes 3-car Broad Street-West Philadelphia shuttle from old main line tracks at West Philadelphia Station to a new route through the upper level of 30th Street Station and over a temporary track to a makeshift platform over the north end of the New York-Washington tracks at the West Philadelphia Station.

Mar. 3, 1936 - EMD's first road passenger diesels, demonstrators No. 511-512, begin five weeks of tests on PRR between Philadelphia and Pittsburgh on Chicago trains; later run as far west as Chicago; run 5,936 miles with trains up to 13 cars without major problems.

Mar. 29, 1941 - PRR establishes extra trains ND5 and ND6 between Trenton and Fort Dix via Kinkora Branch to carry inductees in addition to special troop trains run as needed.

Mar. 19, 1946 - PRR agrees with Santa Fe to operate a Los Angeles sleeper on the *Broadway Limited*.

Mar. 26, 1951 - PRR contracts to lease 10 diesels from Bangor & Aroostook Railroad from early May to early Nov. for seven years starting in 1951.

Mar. 28, 1956 - PRR Board approves repurchase of rights for Concourse under 2 & 3 Penn Center Plaza and construction of underground garage at 15th & Market Streets.

Mar. 9, 1961 - PRR sells 24 heavyweight parlor cars to LIRR for East End resort service at \$3,500 each.

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

Mar. 1, 1967 - PRR signs agreement with PRSL for reciprocal use of diesels.

Mar. 1, 1968 - Penn Central Post replaces *The Pennsy* as employee newsletter.

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



TIMETABLE 03-11

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

Through March 26, 2011

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

Through Saturday, March 26, 2011

O. Winston Link: The Last Steam Railroad in America. With the exhibition *The Last Steam Railroad in America*, Robert Mann Gallery presents a selection of classic images from Link's body of work produced in the 1950s. When the Norfolk & Western Railway began to convert its operations from steam to diesel, Link spent five years documenting the trains and the towns along the line in Virginia. Robert Mann Gallery, 210 Eleventh Avenue (between 24th & 25th Streets), Floor 10, New York City.

Info: www.robertmann.com/exhibition/upcoming.html.

Through October, 2011

History of the Philadelphia & Reading Railroad and the Civil War - Pulling for the Union exhibit at the Reading Railroad Heritage Museum, 500 South Third Street, Hamburg, Pa. Adm: \$4-5 based on age. Info: 610-562-5513 or www.readingrailroad.org.

Saturday, March 5, 2011

Railroadiana Auction - John Duchak, Jr. Estate by Ted Maurer Auctions at the Ridge Fire Company Pavilion and Blue Room, 480 Ridge Road, Spring City, Pa. Info: www.maurerail.com.

Saturday and Sunday, March 5-6, 2011

Greenberg's Train & Toy Show at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, Pa. Info: www.greenbergshows.com.

Sunday, March 6, 2011

Jersey Central Chapter, NRHS Train Show and Sale at the Mother Seton High School, 1 Valley Road, Clark NJ 07066 - Exit 135 on the Garden State parkway. Info: www.jcrhs.org.

Sunday, March 6, 2011

Train Meet at the Ramada Inn, Route 291 (I-95 Exit 9), Essington, Pa. from 8:00 am to 1:00 pm.

Saturday, March 12, 2011

WB&A Chapter, TCA Toy Train Meet at the Annapolis Armory, 18 Willow Street, Annapolis, Md. Info: Art Tate, 410-766-9100.

Sunday, March 13, 2011

Daylight Saving Time starts at 2:00 am. Turn your clocks AHEAD one hour.

Sunday, March 13, 2011

Scalefest Model Train Show at the Blair County Convention Center in Altoona, Pa. by the Alto Model Train Museum Assn. Info: Gregg Miller at 814-695-3246 or www.altoonatrains.com.

Saturday, March 19, 2011

25th Annual Harrisburg Railroad Show & Collectors Market at the I.W. Abel Union Hall, 200 Gibson Street, Steelton, Pa. 17113 by the Harrisburg Chapter, NRHS. Info: www.harrisburgnrhs.org/events.

Sunday, March 20, 2011

Railroadiana Auction - Stanley Baker Estate by Ron Rhoads Auctioneer, 20 Bonnie Brae Road, Rt. 724, Spring City, Pa. Info: www.echant.com.

Saturday, April 2, 2011

"Spring Training" event at Steamtown National Historic Site, Scranton, Pa., sponsored by *Railfan & Railroad* magazine and NRHS. Info: Steve Barry, 973-383-3355 weekdays.

Sunday, April 3, 2011

Reading Company Technical & Historical Society 8th Annual Spring Train Meet at the Leesport Farmers Market, off PA Route 61 in Leesport, Pa. Adm: \$4 per adult. Info: Evenings - Chuck at 610-777-2053 or Dale at 610-372-3759.

Saturday, April 9, 2011

Harrisburg Chapter Annual Banquet at the Harrisburg West Inn & Conference Center, behind Doc Holliday's New Cumberland, starting at 6:00 pm. Info: www.harrisburgnrhs.org.

Saturday, April 9, 2011

Philadelphia Chapter, NRHS 75th Anniversary Dinner and Program at Maggiano's Little Italy Restaurant, 12th & Filbert Streets, Philadelphia, adjacent to Reading Terminal Market. Program by *Classic Trains* Editor and Phila. Chapter Member Rob McGonigal. Tickets: \$50 per person from Philadelphia Chapter, NRHS, P O Box 7302, Philadelphia, Pa 19101-7302.

Saturday and Sunday, April 9-10, 2011

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

Thursday through Saturday, April 14-16, 2011

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

Thursday through Sunday, April 14-17, 2011

N.R.H.S. Spring Conference at Champaign-Urbana, Ill. hosted by the Blackhawk Chapter.

Saturday and Sunday, April 16-17, 22-23, 2011

Easter Bunny Express on the Wilmington & Western Railroad. Info: www.wvrr.com.

Saturday, May 7, 2011

Spring 2011 Rail-B-Que by the Conrail Historical Society at Oliver Township Park, 4th & Perry Sts., Newport, Pa. Info: www.thecrhs.org.

Saturday, May 7, 2011

National Train Day. Further details under Amtrak news on Page 2.

Wednesday through Saturday, May 11-14, 2011

PRRT&HS Annual National Meeting at the Ramada Plaza Hotel in Columbus, OH hosted by the Lines West Buckeye Region Chapter.

Saturday and Sunday, May 21-22, 2011

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

Monday through Sunday, June 20-26, 2011

Cascade Rails 2011 Annual NRHS Convention in Tacoma, Wash. Sponsored by the Tacoma Chapter. Info: www.cascaderails2011.com.

Saturday, June 25, 2011

Excursion from Scranton to Delaware Water Gap for "Founders Day" using ex-Reading Company FP7s by Steamtown National Historic Site. Info: www.nps.gov/stea.

Saturday and Sunday, June 25-26, 2011

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

Sunday thru Sunday, June 26-July 3, 2011

Train Collectors Association National Convention in Sacramento, Ca. Hosted by the Nor-Cal Division. Info: www.tcamembers.org.

Sunday through Friday, July 10-15, 2011

NRHS RailCamp at the Steamtown National Historic Site in Scranton, Pa. Info: www.railcamp.com/offerings.



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WWW.RRMUSEUMPA.ORG

717-687-8628

Sunday, March 13, 2011

Charter Day. Museum open to the public free of charge.

Saturday, April 2, 2011

Railroads Of The Civil War: An Illustrated History

Saturday, April 16 thru Saturday, December 31, 2011

Railroad Communications & Signaling

Friday, May 13 thru Sunday, May 15, 2011

Conrail Days

Friday, June 3 thru Sunday, June 5, 2011

Pennsylvania Railroad "Pennsy" Days

Wednesday, June 29 thru Monday, July 4, 2011

Reading Railroad Days

PRR 460 Update

The Railroad Museum of Pennsylvania moved the 460 back into the Restoration Shop from storage in the Museum's pole barn on Monday, January 10, 2011, in order for work to continue by staff and volunteers. The locomotive and tender are being chemically

treated to neutralize any remaining rust, after which the locomotive will be moved back into the paint removal shed to free up space in the Shop for the restoration of the tender. The tender's tank will be removed from its frame and it will be completely restored and painted. When the tender is complete the locomotive itself will be restored. Museum staff estimate that approximately \$200,000 is still needed to complete the restoration of the engine. Given needed funding, the restoration could be completed in another two years. [PRRT&HS]

Friends of the Railroad Museum Awarded Norfolk Southern Foundation Grant

The Friends of the Railroad Museum of Pennsylvania was recently awarded a \$60,000 grant from the Norfolk Southern Foundation which will enhance the capability and capacity to process, and make electronically accessible to the public, the Railroad Museum of Pennsylvania's extensive and significant library and archival collections.

The Railroad Museum of Pennsylvania's archives include corporate records, manuscripts, maps, blue prints, ephemera and film recordings, as well as thousands of railroad history books and serials, dating from the 1830s to the present. The Museum's archival holdings also include more than a quarter of a million historic railroading images preserved in the form of glass plate negatives, cellulose nitrate film, safety film, transparency film, diacetate media and photographic prints. These images depict railroad labor, travelers, steam and diesel locomotives, rolling stock, depots, yards, bridges, engine houses and right-of-way views, dating from the 1850s to the present. [Railroad Museum of Pa.]



Mar. 29, 1898 - South Jersey Railroad sold at foreclosure at Winslow Jct. to Robert P. Linderman (1863-1903), Pres. of Bethlehem Iron Company, and Thomas Robb in interest of Reading for \$300,000, giving it control of its access to Ocean City, Sea Isle City and Cape May resorts.

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

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

Mar. 7, 1911 - New station opened at Dorothy, NJ on the Cape May Branch.

Mar. 28, 1911 - Contract date for building a new brick interlocking tower at Perkiomen Junction.

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



FEBRUARY, 2011

CHAPTER MEETING MINUTES

The February Chapter Membership Meeting was cancelled due to an inclement weather forecast - accordingly, there are no Membership Meeting Minutes to report.



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS

Gap, Pa. Station Demolished

The abandoned, derelict PRR freight station at Gap, Pa., long a photo prop on the sharp curve along the former PRR Philadelphia to Harrisburg Main Line, was demolished by Amtrak with little fanfare on January 25, 2011. Built in 1850 (some date it to 1884), the station was in the style of the

other very early brick railroad buildings on this line and may be a leftover of the Philadelphia and Columbia Railroad era.

Plans Revived for Rail Line to Incinerator

The Lancaster County Solid Waste Management Authority has hired consultants for \$27,500 to determine the options and costs of installing railroad sidings to the waste-to-energy incinerator in Conoy Township and the trash-transfer station on Harrisburg Pike.

Transporting local waste to the two facilities, as well as the county landfill, by rail was explored in 1988 as a way of cutting down on truck traffic but was deemed impractical.

But authority officials say there are several reasons that a rail connection may make sense now, especially at the incinerator:

- The authority is talking with Lebanon and Chester counties, and plans to approach others, about bringing their trash to the incinerator to help pay for a planned expansion. The option of being able to bring in waste by rail could be a selling point to a partner community.
- A rail siding from the Norfolk Southern railroad line along the Susquehanna River to the incinerator would be valuable to adjacent land the authority has been willing to make available to a suitable industrial user.

Currently, the site is a finalist, along with York County, for a soybean-crushing plant by the chicken giant Perdue Agribusiness Inc.

• In the "pretty far" future, the authority may haul trash from its Harrisburg Pike transfer station to the incinerator by rail, thereby reducing truck traffic on local roads.

At the November meeting of the authority board of directors, board chairman Melvin Rosier noted the board has long been interested in the possibility of rail transport.

The consultants, Sterner Consulting of Pittsburgh, are expected to complete their study in March. Authority CEO James Warner said he could not estimate how much the two rail sidings projects might cost.

"At this point, we really don't have any plans whatsoever to build spurs" at the transfer station, Tom Adams, the authority's senior manager of business development, planning and recycling, said.

But he said the authority wanted to keep its options open since Norfolk Southern would be reconfiguring its rail lines behind the transfer station.

Also, since the original 1988 study, trash is now compacted at the transfer station in a way that would be suitable for rail transport.

More feasible, authority officials say, is a rail spur at the incinerator. Rail service likely will be needed by whatever large-scale industry locates at the authority-owned land adjacent to the incinerator.

It also could be a selling point as the authority seeks trash "partners" from outside the county to defray the costs of a planned \$175 million trash burner.

When the new boiler comes on line in 2016 or 2017, only about one-third of its capacity could be filled by burnable trash from Lancaster County, according to estimates. So the authority is reversing a long-standing policy of not importing outside municipal waste so that the boiler would operate at full capacity and generate income to help pay the bills.

The authority has long accepted "special wastes" — currently about 35,000 tons a year — from outside the county at the incinerator as a revenue booster. Outside municipal waste may be necessary for the first decade of the expanded incinerator's operation until in-county waste fills all capacity, authority officials said. [Lancasteronline.com]

New Observation Deck Being Built at Kinzua Viaduct

MOUNT JEWETT, Pa. — The 301-foot-high Kinzua Viaduct, severely damaged by a tornado in 2003, will see more traffic soon, although it won't be trains but tourists. Officials hope a new observation deck and walkway under construction will lure visitors to the area, the

Pittsburgh Post-Gazette reported.

The deck and walkway are being built atop six of the support towers that still stand. Visitors will be able to look out over the Kinzua Gorge at three more towers still standing, or peer through a window in the deck floor at the remains of the bridge below. The tornado destroyed 11 of the towers that stood in the center of the span. The observation deck project will cost \$4.5 million.

Roughly 2,053 feet long and 301 feet high, the bridge was built for the New York, Lake Erie & Western Railroad in 1882 and extensively rebuilt in 1900. At the time it was built it was world's highest and longest rail bridge. Erie Railroad freight service ended in 1959, but excursion trains of the Knox & Kane began using the bridge in 1987 and ran until 2002, when the bridge was closed to both rail and foot traffic after structural defects were found. The bridge was in the process of being rebuilt when the tornado tore into it on July 21, 2003. [TRAINS News Wire]



Famed Chesapeake & Ohio Greenbrier Moves After Ten Years of Storage

ROANOKE, Va. — Chesapeake & Ohio 4-8-4 No. 614, famed as an excursion engine in the 1980s and 1990s, left 10 years of storage to go on display in the state where the engine ran in regular service. Look for the engine at the Virginia Museum of Transportation in Roanoke, Va., during the winter and spring of 2011. Later in the year, it'll visit the C&O Railway Heritage Center in Clifton Forge, Va., on C&O rails.



WORKERS WITH NORFOLK SOUTHERN CORP., THE VIRGINIA MUSEUM OF TRANSPORTATION AND GREENBRIER EXPRESS GUIDE THE CHESAPEAKE AND OHIO 614 STEAM LOCOMOTIVE INTO ITS DISPLAY SPACE NEXT TO THE NORFOLK AND WESTERN 611 AT THE MUSEUM IN ROANOKE. PHOTO: ERIC BRADY, THE ROANOKE TIMES

The 1948 Lima-built locomotive was the last commercially produced steam passenger locomotive and the U.S., and ran on Chessie Steam special excursions in the early 1980s and on New Jersey Transit fantrips in the 1990s.

Iron Horse Enterprises Inc., which includes well-known railroad promoter Ross Rowland, owns the engine. It's been stored in Port Clinton, Pa., on the Reading & Northern regional railroad. Rowland, who operated steam trips in the northeast under the High Iron brand in the 1960s and organized the American Freedom Train in 1975 and 1976, is working on a luxury train now, Greenbrier Express, to carry guests from Washington, D.C., to the Greenbrier Hotel in White Sulphur Springs, W.Va., starting in 2012.

Iron Horse Enterprises will put the engine on loan to the two museums and prepared the engine for the move, which was dead in tow behind NS diesel power.

While in Roanoke, the engine will be displayed with Norfolk & Western 4-8-4 No. 611 in an exhibit, sponsored by Norfolk Southern, called "Thoroughbreds: N&W 611 and C&O 614, the pinnacle of steam locomotive technology." This exhibit will cover their history and technology, along with their place in our heritage and culture, and their role in the last days of steam. The exhibit will include historical panels, scale models, rare collectibles, and other materials. After a four-month stay, the engine will move to Clifton Forge for display. [TRAINS News Wire]

Maryland Governor O'Malley Seeks Rail Money Spurned by Florida

Governor urges U.S. to shift funds to Northeast Corridor

Seeking to capitalize on Florida Gov. Rick Scott's decision to turn down \$2.4 billion in federal stimulus funds for a high-speed rail line between Tampa and Orlando, Gov. Martin O'Malley has asked Transportation Secretary Ray LaHood to shift much of the money to projects in Maryland and other places along Amtrak's Northeast Corridor.

In a letter dated Feb. 18, O'Malley urged LaHood to move much of that money to projects such as the estimated \$1 billion construction of a new tunnel to replace the century-old B&P Tunnel just south of Penn Station. That tunnel is regarded as a critical bottleneck slowing trains on the Northeast Corridor.

O'Malley also outlined several other Maryland projects that could benefit from an infusion of a transfer of the money spurned this week by Florida's new Republican governor, who expressed objections to government spending on a project the previous administration had eagerly sought.

[Michael Dresser, *The Baltimore Sun* - February 19, 2011]

FreightCar America to Build 3,000 Coal Cars for Norfolk Southern

A Roanoke freight car plant will build 3,000 coal cars for Norfolk Southern over the next two years. FreightCar America Inc.'s Roanoke facility received

a \$100 million deal with Norfolk Southern railroad, Virginia Gov. Bob McDonnell announced Feb. 21.

The major U.S. freight car manufacturer will build 1,500 coal cars over the next year starting in May. FreightCar America will hire more than 200 workers for the contract, officials said.

The Norfolk-based railroad company also agreed to order an additional 1,500 cars from FreightCar America's Roanoke facility in 2012, officials with the car firm and the railroad company said.

The deal means more jobs for Roanoke, more coal traffic going to the port of Hampton Roads and more tax revenue for the hard-pressed state government, McDonnell said.

The first phase of the contract calls for the Roanoke plant to build 1,000 steel hopper cars and 500 aluminum and steel hybrid cars.

The announcement marks the resumption of Norfolk Southern's recession-blocked program to modernize its car fleet, said John P. Rathbone, the company's executive vice president for administration. Norfolk Southern owns or leases almost 90,000 freight cars.

Chicago-based FreightCar America produced more than 70 percent of coal cars delivered in North America during 2005-06.

The company had idled its Roanoke plant in the summer of 2009 waiting for industry demand to strengthen. It began ramping up for production at the beginning of the year, officials said. Its Roanoke manufacturing facility can turn out over 5,000 freight cars in a year, said Sean Hankinson, FreightCar America's eastern regional vice president for sales.

The company said it delivered 10,349 new freight cars in 2008, but just 3,377 in 2009 and only 1,535 by Sept. 30, 2010, as demand continued to slow. However, railroads and shippers need to replace aging cars, FreightCar America says. Industry researchers project total deliveries this year of 23,000 to 30,000, and coal car deliveries of 3,500 to 5,000.

In addition to Norfolk Southern, FreightCar America's customers include the major North American freight rail companies: CSX, BNSF, Union Pacific, Canadian Pacific and Canadian National railroads. [Richmond Times-Dispatch]

THIS MONTH'S BANNER PHOTO

BNSF No. 4560, a GE model Dash 9-44CW with a rather unusual blue nose door lettered "AIL ITY" - Obviously, the door came from a CONRAIL QUALITY locomotive. How it came to reside on a BNSF locomotive is anyone's guess. Modeler's - note that there's a prototype for everything!



OPERATION LIFESAVER REMINDS YOU...

Turn off your cell phone or MP3 player or put it away when approaching a railroad or light rail crossing on foot or in a vehicle. Trains are quieter than you think and go faster than they appear.



RETURNING IN THE APRIL LANCASTER DISPATCHER

Celebrating the formation of Conrail on April 1, 1976 and our Chapter's caboose, Conrail No. 21153, the popular column "Big Blue Memories" will return in the April edition of the Lancaster Dispatcher.

LAST RUN



The Lancaster Chapter Board of Directors and Membership extend sincere condolences to Chapter Treasurer Toady Kennel and the family of Chapter Member Harry Evans, who passed away at Hickory House of Honey Brook on February 23, 2011 at age 90. Harry was a very nice gentleman who regularly attended our meetings and will be missed.



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****MARCH**

MARCH 14, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. CHAPTER BOARD MEETING

MARCH 20, 2011 - SUNDAY, 2:00 pm - CHRISTIANA FREIGHT STATION. SUNDAY CHAPTER MEMBERSHIP MEETING

Larry Eastwood, National Director of the Philadelphia Chapter, N.R.H.S., will present a PowerPoint presentation entitled *The Budd RDC at 60 - A Look Back*. Many local railroads operated the Budd RDC including the Baltimore & Ohio, Central Railroad of New Jersey, Lehigh Valley, Pennsylvania-Reading Seashore Lines, and the Reading Company. See who bought the nearly 400 Budds, how they used them, and where some of them finally ended up. If you're a fan of the Budd Rail Diesel Car, you won't want to miss this excellent presentation.

**APRIL**

APRIL 18, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING.



Before it was a tourist attraction operating excursions, the East Broad Top Railroad's primary purpose was to haul semi-bituminous coal from the mines on the east side of the remote Broad Top Mountain plateau to the Pennsylvania Railroad in Mount Union. The railroad also carried substantial amounts of pig iron, ganister rock, lumber and passengers with some agricultural goods, concrete, road tar and general freight. Chapter member Marlyn Geesey has arranged to have Joel Altland present a slide program entitled "The Early Days of the East Broad Top Railroad – Before the Tourist Train Operation." This promises to be an especially interesting presentation - given that the East Broad Top is a narrow gauge railroad.

MAY

MAY 9, 2011 - MONDAY, 7:30 PM - TRAVEL TIME TRAVEL AGENCY. CHAPTER BOARD MEETING

MAY 16, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING

WATCH FOR THE CHRISTIANA FREIGHT STATION SPRING CLEAN-UP.....

COMING IN 2011

Larry Eastwood and Frank Tatnall have produced another fantastic PowerPoint presentation that any fan of the Reading Company or steam power will love. Entitled "*Reading Iron Horse Rambles, 1959-1964*", it chronicles one of the nation's best publicity and good-will events of the period - and endeared the Reading Company in the hearts of many loyal fans.

CHAPLAIN CONTACT INFORMATION:

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Please keep our Chaplain informed of member news



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MEMBERSHIP MEETING NOTICE

THE SUNDAY MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON SUNDAY, MARCH 20, 2011, STARTING AT 2:00 P.M.

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



The LANCASTER DISPATCHER is published monthly as the newsletter of the Lancaster Chapter, NRHS and is mailed to each member of the Chapter as one of the benefits of membership. Annual membership dues are \$56 (includes both Lancaster Chapter and National). Opinions and points of view expressed herein are those of the editor, staff or contributors and not necessarily those of the membership, officers, or the NRHS. The deadline for all items submitted is the fourth Monday of the preceding month. Address changes or corrections should be sent to: Fred Kurtz, 668 Snyder Hill Rd., Lititz, PA 17543-8945 or email: fkurtz@nrhs1.org

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