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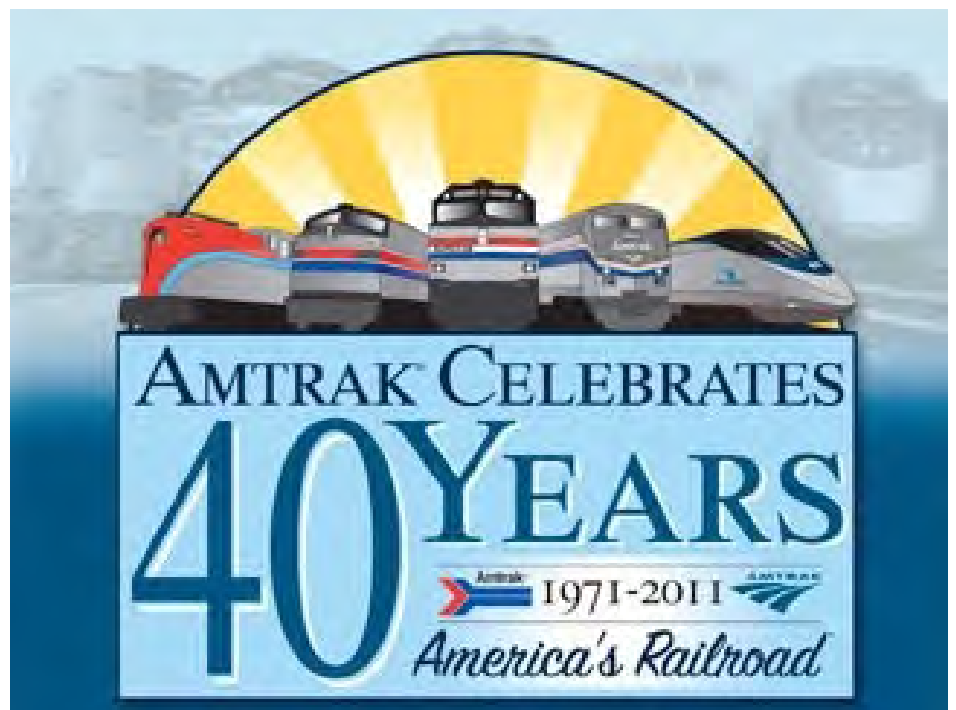


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THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2011-2012 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



Come See Our 40th ANNIVERSARY EXHIBIT TRAIN

In celebration of Amtrak's 40th anniversary, a special exhibit train will be touring the country after making its debut at the National Train Day event in Washington, D.C. on May 7, 2011. The free exhibit showcases rail travel over the decades, displaying memorabilia like

vintage advertising, past menus and dinnerware, period uniforms and photographs. [Amtrak Ink]

MAY 2011

- 7 - Washington Union Station
- 14 - 15 - Lorton Auto Train Terminal
- 21 - 22 - Baltimore Penn Station
- 28 - 29 - Philadelphia 30th St. Station

JUNE 2011

- 4 - 5 - Perryville MARC Station
- 11 - 12 - Harrisburg Amtrak Station
- 18 - 19 - Strasburg Rail Road
- 25 - 26 - Strasburg Rail Road

JULY 2011

- 9 - 10 - Springfield Amtrak Station
- 16 - 17 - New Haven Union Station
- 23 - 24 - New London Union Station
- 30 - 31 - Providence Amtrak Station

Amtrak On Track to Set Annual Ridership Record

WASHINGTON – March marked 17 consecutive months of year-over-year ridership growth for Amtrak, was the best March ever for the company and puts America's RailroadSM on track to set another annual ridership record.

"Our ridership has grown more than 36 percent since 2000, and I expect that trend to continue – and if gas prices continue to rise – to accelerate. Our only restriction will be the available capacity," Amtrak President and CEO Joe Boardman told a House Appropriations committee today that is considering the national passenger railroad's FY 2012 budget request.

This strong performance is part of a long-term trend that has seen Amtrak set annual ridership records in seven of the last eight fiscal years, including more than 28.7 million passengers in FY 2010.

Specifically, there was a 5.5 percent increase in riders in March 2011 vs. March 2010, or more than 137,000 passengers. The 17 straight months of year-over-year ridership growth spans from November 2009 to March 2011

and averages a 6.3 percent growth rate over this period.

Comparing the first six months of FY 2011 (October to March) to the same time period in FY 2010 shows ridership is up 5.9 percent, or 802,745 passengers. In addition, during that same period ridership has increased on all three of Amtrak's major business lines: Northeast Corridor up 3.9 percent, state-supported and other short distance corridors up 7.7 percent, and long-distance trains up 5.3 percent.

Over the past six months ridership also is growing onboard most individual Amtrak train routes and across the country with strong gains in the Northeast, Southeast, Midwest, and California. The national ridership numbers for this period are likely to have been even higher if not for the harsh winter weather in the Pacific Northwest that resulted in frequent track closures due to the repeated occurrences of mudslides.

Factors contributing to the continued success of Amtrak include an improved economic environment allowing recovery of business travel along the Northeast Corridor, high gasoline prices which are trending higher, the increased appeal and popularity of rail travel, effective marketing campaigns, and the added benefit of Wi-Fi on the high-speed Acela Express trains. [Amtrak News Release - April 7, 2011]

Amtrak Seeks \$1.3 Billion for Gateway Project and Next-Generation High-Speed Rail on NEC

WASHINGTON – Amtrak is applying for nearly \$1.3 billion in recently available high-speed and intercity passenger rail federal funding to move forward with a series of infrastructure improvements -- including the Gateway Project -- as critical first steps to bring next-generation high-speed rail to the Northeast Corridor (NEC).

"The Northeast Corridor is a premier region in the country to advance the nation's high-speed rail program," said Amtrak President and CEO Joe Boardman. "The Gateway Project improvements to increase passenger rail capacity and access into the heart of Manhattan are absolutely essential to make next-generation high-speed rail a reality," he added.

A recent decision by the U.S. Department of Transportation to name the NEC a federally designated high-speed rail corridor allows Amtrak to apply directly for this funding.

Amtrak worked closely with its state partners to coordinate project selection in order to maximize the expected regional improvements. Each of the coordinated projects submitted by Amtrak and individual states are vital for the reliability and capacity of the current NEC network, and are critical building blocks for expanded and higher speed intercity passenger rail service.

Specifically, Amtrak is requesting funding for three Gateway projects including for a \$720 million project to replace the more than 100-year-old movable Portal Bridge over the Hackensack River in New Jersey with a new, high-level fixed bridge. The Amtrak request is for \$570 million with a contribution from the State of New Jersey of up to \$150 million.

Also Gateway-related, Amtrak is asking for \$188 million for preliminary engineering and environmental analysis for two new tunnels under the Hudson River into Manhattan with related infrastructure improvements, and \$50 million for similar work for the development of a new Penn Station South facility to accommodate more tracks and platforms in downtown New York.

Mr. Boardman emphasized that the Gateway Project is key for the future growth and economic development of the entire NEC region. The project will benefit Amtrak passengers traveling north to New York from

Washington, D.C., Maryland and Delaware as well as riders from New England states who are traveling to destinations south of New York. He also said the Gateway Project is the cornerstone from which Amtrak intends to build a new, two-track 220 mph (354 kph) next-generation high-speed rail system. In addition, Amtrak is asking for \$450 million for a project to support capacity increases and improve trip-times between Philadelphia and New York— one of the busiest segments on the NEC. The project is designed to upgrade electrical power, signal systems and overhead catenary wires in New Jersey and Pennsylvania to improve reliability, increase speeds up to 160 mph (257 kph), and support more frequent high-speed service. It also will reconfigure track switches at the western entrance to New York Penn Station to mitigate congestion issues.

Separate from the above project list, Amtrak also is applying for \$15 million for the necessary environmental and preliminary engineering design to examine replacement options for the more than 100-year-old, low-level movable Pelham Bay Bridge over the Hutchinson River in the Bronx on the Hell Gate Line that connects New York to New England. The goal is for a new bridge to support expanded service and speeds up to 110 mph (177 kph).

The Northeast region's population, economic densities and growing travel demand make it an ideal location for federal investment in high-speed and intercity passenger rail service. With ridership on the rise, improving the NEC will result in environmental, energy and congestion mitigation benefits and help reduce the nation's dependence on foreign oil. [Amtrak News Release - April 4, 2011]

Amtrak Issues Updated Fleet Strategy Plan

WASHINGTON – With its intercity passenger rail equipment nearing an average age of 26 years, Amtrak today is issuing an updated fleet strategy plan that analyzes the company's need to replace its existing conventional and high-speed fleet and manage capacity to meet the forecasted growth in ridership across its national network.

Since its initial publication last year, the plan is updated throughout to reflect the current state of the fleet, programs that are underway and changes in the larger business environment.

For example, last year Amtrak awarded two major equipment contracts. One is for 130 single-level cars to replace the oldest cars in the fleet and provide increased capacity for long-distance trains. The other is for 70 electric locomotives to replace all those now in use on the Northeast and Keystone Corridors to improve reliability and support future service expansion.

The updated plan also provides more detail on the recent Amtrak announcement that the railroad intends to begin procurement in fiscal year 2012 of 40 additional Acela Express cars to increase capacity on all 20 existing high-speed trainsets, if funding is identified. New to the plan is discussion about development work now underway to support more frequent Acela service with the acquisition of a new fleet of high-speed trainsets to expand Amtrak's premium service.

There is also an extensive update on the work of the Next Generation Equipment Committee, a partnership between Amtrak, states, the Federal Railroad Administration and industry participants. The group has generated specifications for new corridor equipment including a bi-level car, a single-level car and a high-speed diesel locomotive. Amtrak will use these specifications in coming rounds of equipment procurement.

The plan provides Amtrak with a flexible and adaptable strategy to fleet development to meet demand for service now and in the future, and support the growth of a domestic manufacturing base vital for the success of intercity passenger rail in America.

It will be posted on Amtrak.com under the Comprehensive Business Plan section. [Amtrak News Release - April 1, 2011]

Amtrak To Notify Northeast Corridor Passengers of Major Service Disruptions Via Twitter

WILMINGTON, Del. -- Amtrak is responding to customer requests to be notified directly of major Northeast Corridor service disruptions using Twitter and a new @AmtrakNEC handle in a pilot program effective March 29. Twitter users who choose to follow @AmtrakNEC will be notified of major service disruptions resulting in extreme delays or stoppage of all rail traffic, whether the issue is the result of commuter, freight or Amtrak rail equipment, severe weather, police activity, and track or other infrastructure matters.

Followers of @AmtrakNEC on Twitter will then be notified when the corridor is significantly disrupted for Acela Express and Northeast Regional and other Amtrak trains between Washington, D.C., and Boston, Keystone Service trains between Harrisburg, Pa., and New York City, via Philadelphia and Shuttle trains between Springfield, Mass., and New Haven, Conn. Notifications of disruptions that affect a single Amtrak train will continue to be made aboard that train -- and at stations -- and will not result in a tweet.

There will be a link to these tweets from Amtrak.com and they will be relayed to the news media along with the more detailed Amtrak Service Alerts already being produced and posted on Amtrak.com. Train status information will continue to be available through the tools on both the standard and mobile versions of Amtrak.com, calls to 800-USA-RAIL and on information display systems at stations. The @AmtrakNEC handle will be "push" only. [Amtrak News Release - March 29, 2011]

Modernized Wilmington Train Station Retains Historic Charm Rededicated as the Joseph R. Biden, Jr., Railroad Station

WILMINGTON – After nearly two years, the extensive renovation project to modernize the Amtrak Wilmington Station is now complete. The historic station has been rededicated as the Joseph R. Biden, Jr., Railroad Station, in honor of the long-time Amtrak rider, strong advocate of passenger rail and current Vice President of the United States of America. As a U.S. Senator from Delaware for 36 years, Vice President Biden regularly used this station to travel between Wilmington and Washington, DC.

"This is an historic day for Amtrak, the State of Delaware and the entire region," said Amtrak President Joseph Boardman. "Today we are proud to announce that the Wilmington Station Project has been completed and not only have we improved the transportation function and utility of the station for our passengers but we have modernized and renovated the historic parts of the station while holding on to its charm."

The renovation project balanced the need to modernize the station while retaining its historic charm. The project included detailed restoration to various parts of the station including the grand staircase located in the lobby and the historic men's and women's waiting rooms on the second floor.

Amtrak and SEPTA passengers utilizing the station will now enjoy a more comfortable and convenient station that features a larger concourse, safety improvements, a new passenger information display system and enhancements to the station's accessibility to people with disabilities. In addition, the renovation includes track and platform improvements.

A number of environmentally-responsible elements also were included in the renovation, such as LED lighting, a new energy efficient heating/cooling system, and motion sensors for the operation of lighting and "smart" elevators that automatically shutoff when not in use for a period of time.

An Open House followed the dedication ceremony providing an opportunity for the public to tour the station as well as Amtrak and SEPTA train equipment.

Funding for the renovation project was provided by Amtrak (\$5.7 million), the American Recovery and Reinvestment Act (\$20 million), the Delaware Department of Transportation (\$2 million) and the Delaware Congressional



Delegation through the SAFETEALU Transportation bill and other appropriations bills (\$10 million) all supported by the Biden-Carper-Castle Delaware Congressional Delegation.

The Wilmington Station is the 12th busiest station in the Amtrak system with 696,979 passengers in fiscal year 2010. In addition to Amtrak, the Wilmington Station also serves SEPTA and the Delaware Transit Corporation.

A rendering of the rededication plaque bearing Vice President Biden's name was unveiled. A permanent, bronze plaque will be affixed to the train station at a later date. *[Edited from Amtrak - March 19, 2011]*

[Amtrak and MTA Work Together to Make Improvements for Passengers](#)

WASHINGTON - Amtrak and the Maryland Transit Administration (MTA) have partnered with other Washington Union Station stakeholders to install a new LED train information board in the Main Hall of Washington Union Station. The board is now in operation and marks the culmination of a two year, \$1.9 million project to upgrade signage throughout the station. The project was funded by the Amtrak/MARC Joint Benefits Capital Program.

Passengers entering Union Station can once again obtain train departure and arrival information from the Main Hall of the station. The new board is 9'6" tall, 15'5" wide and 8" in depth, and replaces a twenty-year older version which ceased to operate in October of 2009.

The train information board and nearly 60 new electronic signs were installed throughout the station. The new signs were carefully developed to meet Americans with Disabilities Act (ADA) requirements and demonstrate a continuing effort towards improved customer service.

Many of the features, including the viewing angles and character/line attributes of the text, addition of train service logos and the height of the signs were all designed to better provide train status information.

Additional funding for the installation of the train information board was provided by the Union Station Redevelopment Corporation. *[Amtrak News Release - March 14, 2011]*

[Amtrak Releases Two More 'Heritage' Units](#)



WASHINGTON — Amtrak has released two "heritage" locomotives from its Beech Grove, Ind., shop. P42 No. 184, wearing the Phase IV "Northeast Direct" scheme, and P42 No. 66, wearing the Phase II scheme, arrived in Washington on the Capitol

Limited April 14. The photo above by Curt Beal shows the Capitol Limited at Connellsville, Pa. on April 14, 2011.

Amtrak is painting locomotives into special schemes to mark its 40th anniversary. These two units are the last of the P42s set to receive commemorative paint. Previous units honor the Phase I and Phase III schemes, both 1970s products. *[TRAINS News Wire]*

[Lautenberg: NEC Can Seek Florida HSR funds](#)

Sen. Frank Lautenberg (D-N.J.) said March 14 that states within Amtrak's Northeast Corridor (NEC) can apply for \$2.4 billion in federal funding originally targeted toward Florida's high speed rail plan, rejected in March by Fla. Gov. Rick Scott and upheld unanimously by the state's supreme court.

The NEC, the sole U.S. rail route approaching anything comparable to true passenger high speed rail, had been considered on many levels separate from other HSR route proposals identified by the federal Department of Transportation.

But in a letter dated March 14 to Sen. Lautenberg, Transportation

Secretary Ray LaHood said, "I'm pleased to inform you I have designated the Northeast Corridor as the eleventh and final High-Speed rail corridor ... This designation includes the existing Northeast Corridor main line and any alternative routings for train service between the metropolitan areas of Washington, D.C.; Philadelphia, Pennsylvania; New York, New York; and Boston, Massachusetts."

The designation, said LaHood, means Amtrak's NEC "will be eligible to apply for funding from existing federal high speed and intercity passenger rail programs."

But NEC states, either singly or in a unified block, won't be the only ones seeking redirected funding; numerous other states have signaled their willingness to apply redirected federal funding toward HSR or higher-speed rail (HrSR) projects planned or under way. *[Railway Age]*

[Amtrak Asks Public to Join Efforts to Improve Safety and Security of America's RailroadSM](#)

WILMINGTON, Del. – To help protect Amtrak passengers, trains and stations, America's RailroadSM is starting a new neighborhood watch style program that encourages passengers and the public to be on alert and report safety or security issues.

The goal of the Partners for Amtrak Safety and Security (PASS) program is to utilize the knowledge of passengers and community members who travel throughout the Amtrak national system in identifying behaviors or activities that are unusual or out of the ordinary at stations or on board trains. Items that should be reported to Amtrak Police include trespassers, vehicles near the railroad, suspicious packages and vandalism.

"The PASS program enhances our efforts to further engage the public and passengers to say something when they see something that they sense is just not right," said Amtrak Police Chief John O'Connor.

To sign up for the PASS program, individuals must complete and submit the registration form at <http://pass.amtrak.com>. Once complete a PASS card will be issued via email. This card confirms enrollment in the program and includes the Amtrak Police Department telephone number 800- 331-0008 which should be used to report any suspicious activity. Additional program details, personal security tips, updates and resources can also be found on the PASS program website. *[Amtrak News Release - April 19, 2011]*



[CSX Highlights Strong Results in 2010 Annual Report](#)

JACKSONVILLE, Fla., March 23, 2011- In 2010, CSX achieved its best year ever in safety, operating income, operating ratio and earnings per share while helping customers regain their competitive position after a tough recessionary period. At the same time, the company has stood by its customers with an \$8.3 billion infrastructure investment from 2006 to 2010, and an additional \$2 billion investment is planned for 2011.

"CSX employees are performing extremely well as the economy continues to recover, just as they did during the worst of the recession," Michael J. Ward, chairman, president and chief executive officer said in his annual report letter to shareholders. "Together we are embarking on something truly special - creating a new chapter in a storied industry while generating substantial economic benefits for customers, the nation, and you, our shareholders." *[CSX Corp.]*

[Maryland DOT, CSXT to Pitch Intermodal Terminal Plans to the Public](#)

The Maryland Department of Transportation (MDOT) and CSX Transportation plan to conduct three public workshops in central Maryland next month to review the development of a new intermodal facility in the state. The workshops are designed to provide the public an overview of the proposed Baltimore-Washington Rail Intermodal Facility, which would be located on CSXT's National Gateway corridor.

Earlier this month, MDOT and CSXT representatives met with Federal

Railroad Administration officials to determine criteria for selecting the proposed facility's site. Based on those discussions, four sites were identified for further consideration under the National Environmental Policy Act (NEPA): a portion of property at the Jessup Correctional Institution in Anne Arundel County; property north of Hanover Road in Howard County; property west of the Camden Line in Howard County; and property east of the Camden Line in Prince George's County.

MDOT and CSX officials have contacted some property owners and others will be approached in the coming week, according to MDOT. The April workshops are the first step in an "open and transparent public process" that will be governed by NEPA, MDOT officials said in a prepared statement.

The Baltimore-Washington Rail Intermodal Facility project calls for relocating CSX's existing facility at Seagirt Marine Terminal to a new site south of Baltimore's Howard Street Tunnel and near the Port of Baltimore. The new facility will incorporate "green technology," including electric cranes, alternative energy sources, directional lighting and the latest in storm water management practices.

"The low-clearance of the Howard Street tunnel in Baltimore City does not provide freight railroads with the double-stack capability that is so critical to compete in today's business environment," said Maryland Transportation Secretary Beverley Swaim-Staley. "By creating a new transfer facility at an appropriate industrial site south of Baltimore along the I-95 corridor, new doors of commerce will open for Maryland that will benefit the Port of Baltimore, the state's economy and the thousands of jobs in our state that rely on a vibrant freight industry." [*Progressive Railroading*]

[CSX Corporation Chief Financial Officer Calls Strong Corporate Culture a Competitive Advantage](#)

CSX Corporation's sustained culture of accountability and continuous improvement has been fundamental to its ability to create significant value over a wide array of economic conditions, including the recent recession, Oscar Munoz, executive vice president and chief financial officer, told participants at the "CFO Rising East: Creating a Sustainable Edge" conference.

Munoz emphasized that changing culture begins with setting priorities that really matter and sticking to them over time.

"At CSX, for example, there's nothing more important than employee and public safety, and we set very high standards," said Munoz. "Not coincidentally, as our safety levels have gotten dramatically better over time, so has our business and financial performance overall. At the end of the day, it's about getting the right results, the right way."

"The confidence we have about the future of our company is not only based on the many opportunities in the transportation marketplace, but also upon the proven ability of our people to seize opportunities when they see them," Munoz said.

CSX Corporation, based in Jacksonville, Fla., is one of the nation's leading transportation companies, providing rail, intermodal and rail-to-truck transload services. The company's transportation network spans approximately 21,000 miles, with service to 23 eastern states and the District of Columbia, and connects to more than 70 ocean, river and lake ports.

CFO Rising, an annual conference held this year in Orlando, Florida, brings together more than 300 of the nation's CFOs to discuss current trends in financial management and reporting. [*CSX Corp.*]

[CSX CEO Cites Certainty, Balance, Investment and Education as Keys to American Competitiveness](#)

JACKSONVILLE, Fla., March 24, 2011 – The chief executive of a leading transportation company in North America, CSX Corporation's Michael J. Ward, said that America's future competitiveness depends on balanced

government fiscal and regulatory policies that minimize uncertainty for business.

Ward, who has led the company to increasingly higher levels of business performance through a wide range of economic conditions over the past eight years, provided several observations about public policy and the economy in his 2010 Annual Report letter to shareholders. These observations come just as Congress, numerous governors and state legislatures are increasingly focused on the role of government in helping the economic recovery.

As a company that is investing billions of dollars into the country's rail infrastructure and hiring thousands of people, CSX is highly focused on American competitiveness, including the implications of government policy decisions on its customers, its industry and ultimately all consumers, Ward said. Consistent with that focus, Ward offered four keys to American competitiveness as excerpted below.

[Certainty](#)

"One of the keys to American competitiveness, we believe, is minimizing uncertainty for businesses.

"Changes in policies and regulations take years and even decades to work their way through complex supply chains. Ill-conceived policies and unfunded mandates can strain or even cripple the system.

"Over the past 30 years, Congress has wisely refrained from re-introducing substantial commercial regulations on the freight railroads. Today, average rail rates on an inflation-adjusted basis are less than half of what they were just after the railroads were partially deregulated in 1980. What's more, the railroads are handling higher volumes, investing dramatically more in their infrastructures, and achieving record high levels of safety and service.

"The nation has given the concept of partial deregulation time to work, and it is working well."

[Balance](#)

"Balanced policymaking is also fundamental to competitiveness.

"Regulatory policies that provide critical oversight where needed are good - but not if they extend beyond their usefulness and inhibit employers from investing, growing and creating new jobs.

"National fiscal policies should also be balanced, with an aggressive focus on debt reduction and a fair and equitable tax system that encourages businesses to invest, compete and grow.

"For the environment, effective policies will emphasize clean technology and renewable energy sources while making full use of America's vast resources, like coal, that keep energy affordable, promote energy independence and support jobs."

[Investment](#)

"When government policies emphasize certainty and balance, businesses are better able and far more likely to invest.

"CSX is highly committed to making critical investments in its part of the American transportation network, which serves about two-thirds of the nation's population. Our investments are essential to accommodating growth, creating jobs and stimulating economic activity.

"The U.S. Department of Transportation recently estimated that total freight movements will rise 61 percent between 2010 and 2040. The estimated hundreds of billions of dollars of freight rail investment required to help support this growth will come from the railroads themselves. They have already, in fact, invested nearly \$500 billion since 1980.

"But investing in freight railroads alone cannot alleviate America's transportation infrastructure challenges. Clogged ports and crowded highways, for example, act as a drag on U.S. economic competitiveness. As a nation, we must continue planning and investing in a transportation system that keeps America moving forward.

"We are pleased that the federal government, state governments and the private sector are working together to create infrastructure improvements that yield environmental and economic benefits for communities. CSX is at the leading edge of a number of such projects."

Education

"As a company that is hiring thousands of new employees every year, we believe that education is foundational to everything we seek to achieve as a nation.

"At CSX, qualified and motivated high school and college graduates have the opportunity to earn highly competitive pay and benefits, and excellent pensions in both union and management positions.

"We consider their education and training to be a three-way partnership, with schools promoting the technical, creative and critical thinking skills, CSX providing extensive railroad-specific training with an overriding emphasis on employee and public safety, and the employees dedicating themselves to excellence in their own academic and career development.

"That's the way the system should work. It isn't a problem for government alone to fix. It's an opportunity for all American institutions and citizens to embrace together."

Full text of the CSX 2010 Annual Report, including Ward's letter to shareholders, can be found at <http://investors.csx.com>. [CSX Corp.]



NS, UP Among Corporate Responsibility's Top 100 Corporate Citizens



Norfolk Southern Corp. and Union Pacific Railroad have landed on Corporate Responsibility magazine's 2011 list of the 100 Best Corporate Citizens. NS ranked No. 79, earning the honor for the third time, and UP ranked No. 81, making the list for the second-straight year.

The list is based on 360 data points pertaining to the environment, climate change, human rights, philanthropy, employee relations, financial performance and governance. The best corporate citizens are selected from among large-cap Russell 1000 companies, based on data provided by an investor data firm.

"We are committed to continuous improvement in economic, environmental, social, and business practices that are good for our employees, communities, customers and stockholders," said Blair Wimbush, NS vice president of real estate and corporate sustainability officer, in a prepared statement.

UP Chairman, President and Chief Executive Officer Jim Young echoed those sentiments in a separate statement.

"Whether it's providing logistics solutions to our customers, working to overcome a natural disaster or contributing to improve the quality of life in our nearly 7,000 communities, our employees exemplify a commitment to safety, service and productivity that helps Union Pacific meet America's freight transportation and infrastructure needs," he said. [Progressive Railroading]

Optimistic Outlook Follows 'Strong' 2010, Norfolk Southern CEO Says in Annual Report

NORFOLK, VA. - Looking ahead with optimism after last year's second-highest earnings ever, Norfolk Southern Corporation CEO Wick Moorman says in the 2010 Annual Report that the company is prepared for "the volumes we expect throughout 2011 and beyond, in what I believe will continue to be a growing market for our transportation products."

In his message to stockholders, Moorman notes that 2010 was "a very strong year. Aided by the continuing recovery and our own internal initiatives, we profitably grew the business, invested in the franchise, generated free cash flow, and produced attractive returns for our shareholders." Moorman cited his pride in the company's employees for

achieving a record safety performance and said, "We are committed to applying the same world-class standard to our customer service."

Volume expectations for 2011 and beyond "are supported by our investments in corridor initiatives that are giving us increased rail capacity to handle growth while reaping safety and environmental benefits for the public," Moorman said. "We will continue to do the right things to serve our customers and communities and to reward our shareholders for the trust you have placed in us."

The annual report is available on the company's website at www.nscorp.com. Some 175,000 copies are distributed to stockholders, the financial community, news media, and libraries. Norfolk Southern's annual report is certified by the Forest Stewardship Council, which promotes environmentally responsible printing standards. To request a copy, call 800-531-6757, e-mail annualreport@nscorp.com, or write to Norfolk Southern Corp., Corporate Communications Department, Three Commercial Place, Norfolk, Va. 23510-9217. [Norfolk Southern Corp.]

Norfolk Southern Receives Graniteville Ruling

NORFOLK, VA. - On March 18, 2011, Norfolk Southern received an unfavorable ruling from an arbitration panel regarding an insurance claim arising out of the Jan. 6, 2005, derailment in Graniteville, S.C.

As a result, during the first quarter of 2011 Norfolk Southern will record an expense for the receivables for the contested portion of the claim (\$43 million) as well as an expense for other receivables that may be affected by the decision (approximately \$15 million), as it is not probable that these amounts will be recovered.

It is anticipated that NS will be responsible for certain legal costs of the insurance carrier associated with the arbitration proceeding, although the amount of such costs is not presently known. [Norfolk Southern Corp.]



Metro-North Begins Concrete Tie Installation Along New Haven Line

Concrete tie installation along MTA Metro-North Railroad's New Haven Line between the New York and Connecticut state lines and the Stamford Station has entered its final phase.

Through June 26, the railroad will replace concrete ties on the outbound local track, Metro-North officials said in a prepared statement. The project, along with continuing catenary replacement, will limit Metro-North's operating flexibility on the New Haven Line, which is normally a four-track route. In addition, the replacement of 100-year-old catenary wires continues with two tracks out of service between the Southport and Bridgeport stations for the next few years, and one track out of service between Stamford and South Norwalk.

Currently, about half of the New Haven Line in Connecticut is either out of service for repairs or operating under century-old wire. Catenary and bridge replacement projects will continue over the next several years to limit the impact on train service, Metro-North officials said. [Progressive Railroading]



NJ Transit Approves \$155 Million Contract for Positive Train Control

NEWARK - New Jersey Transit's board of directors yesterday approved a \$155 million contract with Parsons Transportation Group to begin the installation of a Positive Train Control system, the Asbury Park Press reported. The federal government mandated installation of PTC after the collision of a Union Pacific freight and a Metrolink commuter train in California killed 25 people in September 2008.

James Weinstein, NJ Transit executive director, said the commuter railroad's current signal system prevents collisions at speeds of 20 mph or greater, while the new system would provide protection at 20 mph or less. NJ Transit currently uses the Positive Train Stop system, which

applies the brakes if the engineer doesn't obey a signal. NJ Transit's PTC installation would be compatible with Amtrak's PTC system on the Northeast Corridor. The \$155.6 million is the beginning of what NJ Transit will have to spend to install Positive Train Control. Agency documents said that the expected total cost of the project would be \$225 million.

[TRAINS News Wire]



SEPTA to Seek Public Input on New Initiative

SEPTA is pursuing a payment technology initiative that would modernize the agency's fare payment and collection system. Riders would be able to pay for travel on trains, trolleys and buses using a common retail methods such as bank cards, mobile devices and other emerging "smart" technologies, SEPTA officials said in a prepared statement. [Progressive Railroadng]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN MAY

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

May 21, 1903 - Double-tracked Shellpot Branch put in full operation at 12:00 noon, and Edge Moor Yard fully opened; freight traffic removed from West Yard on south side of Wilmington, Del., which becomes a passenger yard; within two days, Edge Moor becomes so congested that PRR has to embargo cars for several days, and men are unfamiliar with new routines of working a hump yard.

May 3, 1904 - Lancaster & Reading Narrow Gauge Railroad renamed Lancaster & Quarryville Railroad.

May 27, 1907 - First steel column of Penn Station New York put in place.

May 12, 1909 - PRR Board authorizes construction of Northumberland Yard.

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

May 1, 1918 - Lebanon Division abolished and merged into Philadelphia Division.

May 26, 1922 - Baldwin "Prosperity Special" consisting of 20 2-10-2s being delivered to Southern Pacific leaves Eddystone via PRR behind doubleheaded L1s; runs via Port Road, Fort Wayne, Richmond and East St. Louis.

May 18, 1926 - Cornerstone laid for new PRR office building at 32nd & Market Streets in Philadelphia. (Later sold to Food Fair with 10 floors retained for railroad offices. Owned today by Drexel University - Ed.)

May 15, 1927 - New 100-foot turntable installed at Northumberland, Pa.

May 23, 1928 - PRR Board authorizes electrification between Philadelphia and Phoenixville on the Schuylkill Division.

May 30, 1930 - Pennsylvania Golf Club opens new 18-hole course at Frazer, Pa.

May 24, 1934 - Line relocation at Elkton, Md., opens; new station completed Feb. 1935. (Although no longer in service, this station is used by Amtrak Maintenance of Way forces today. - Ed.)

May 2, 1935 - First of 57 production models of GG1 with Loewy Brunswick Green and gold pinstripe livery placed in service; first lot of 14 (Nos. 4801-4814) are built by BLW/GE; Nos. 4815-4839 are built by BLW and finished at Juniata and Nos. 4840-4857 are built at Juniata; P5a's transferred to freight service as GG1's arrive.

May 1939 - PRR begins two months of testing of slippage and oscillation in steam locomotives when operated at high speed on Claymont, Del., test

track; tests includes K4s No. 5371 with roller bearings and other examples of Classes E6s, K4s, I1s, K5, L1s, M1, N1s and N2sa.

May 11, 1940 - New York World's Fair opens for a second season, clouded by war in Europe and absence of many European countries; original John Bull returned as a stationary exhibit; 1940 exhibit also includes the replica of the John Bull locomotive, an 1855 Cumberland Valley combine, a restored H3 2-8-0 No. 1187, and six late 19th century wooden passenger cars.

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

May 23, 1943 - Atlantic City-New York train No. 1080 derails on curve at Delair because of excessive speed.

May 29, 1946 - PRR resumes service to Delaware Park Race Track at Stanton; electrifies race track spur; previously, MU cars were operated from Philadelphia and Wilmington on Saturdays and holidays and hauled to track by a steam switcher.

May 25, 1947 - Atlantic City Race Track spur opens off PRSL main west of Atlantic City; "Pony Express" race track extras begin operating from Philadelphia and New York.

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

May 18, 1951 - Eastbound Red Arrow rear-ends Philadelphia Night Express stopped for signal at Bryn Mawr, Pa.; 8 killed and 63 injured; 9th victim later dies; ICC blames crash on failure to follow automatic signals.

May 29, 1952 - Class S2 turbine No. 6200 scrapped at Conway.

May 12, 1954 - ICC approves sale of PRR interest in Pennsylvania Greyhound Lines, Inc., to Greyhound Corporation for \$9.26 million in cash and stock; Pennsylvania Greyhound Lines, Inc. merged into Greyhound Corporation; PRR sells all Greyhound Corporation stock, severing all ties to bus industry. (And the Reading Company had an interest in Trailways!)

May 11, 1956 - PRR breaks ground for new import ore pier at Greenwich in South Philadelphia.

May 13, 1959 - At 10:48 PM a freight derails at Frazer blocking all four tracks and is immediately sideswiped by passing train No. 635, the Pittsburgh Night Express, at 65 MPH. GG1 No. 4871 and first 9 cars (all head-end) tumble down embankment; fortunately, two works by Toulouse-Lautrec en route to a Los Angeles museum escape being mingled with the broken televisions and canned baked beans strewn along the right-of-way and are sent west on a relief train; \$1 million in damage.

May 19, 1961 - PRSL applies to ICC to discontinue all passenger service.

May 2, 1964 - PRR begins running special weekend excursion trains to New York for World's Fair from Washington-Wilmington with conventional trains and from Philadelphia-Bristol with Silverliners; package fare includes LIRR connection and Fair admission.

May 29, 1965 - "Last run" of regular passenger train between Wilmington and Delmar, Delaware.

May 4, 1966 - PRR signs Northeast Corridor High-Speed Demonstration Project contract; announces plan to start 110 MPH service in Oct. 1967 and further reduce time to 2 hours:20 minutes by 1970; to order 50 high-speed MU cars.

May 1968 - PRSL completes single-tracking between Winslow Jct. and Absecon and replaces automatic block and cab signals with manual block.

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



CONRAIL BIG BLUE MEMORIES

CONRAIL EVENTS IN MAY

May 23, 1976 - First Conrail Blue locomotive, GP40 No. 3091, rolls out of Collinwood (Cleveland), Ohio Shops.

May 15, 1978 - Alpha code train symboling system begins.

May 9, 1986 - NS increases its bid for Conrail to \$1.4 billion.

May 15, 1986 - James Hagan retires as Chairman of the Board.

May 1987 - "Conrail. We've made all the right connections" campaign launched.

May 12, 1987 - Conrail awarded the bronze E. H. Harriman award in Washington, DC.

May 18, 1989 - James Hagen named Chief Executive Officer.

May 1, 1991 - Office Car maintenance moved from Reading to Altoona, Pa.

May 31, 1999 - Final day of Conrail operation prior to operations under CSX and NS.



Amtrak's first timetable
May 1, 1971

TIMETABLE 05-11

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

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, May 7, 2011

National Train Day. Info: www.nationaltrainday.com.

Saturday, May 7, 2011

Spring RAIL-BQ at Oliver Township Park in Newport, Pa. by the Conrail Historical Society. Info:

www.thecrhs.org/events/Spring-2011-Rail-B-Que

Wednesday through Saturday, May 11-14, 2011

PRRT&HS Annual National Meeting at the Ramada Plaza Hotel & Convention Center, 4900 Sinclair Road, Columbus, OH 43229, hosted by the Lines West Buckeye Region Chapter. Further information at http://prrrhs-ne.org/annual_meeting/annual_meeting-index.html

Friday and Saturday, May 13-14, 2011

20th National Model Trolley Meet at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, Pa. 19456. Info: www.eastpenn.org.

Sunday, May 15, 2011

Steam Train Ride from Willow Grove to New Hope, Pa. and return on the New Hope & Ivyland Railroad. Info: www.willowgrove300.com.

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.

Friday thru Sunday, May 20-22, 2011

2011 Cass Railfan Weekend. Info: www.msrlha.org.

Saturday, May 28, 2011

Diesel powered excursion from Scranton to Nicholson (Tunkhannock Viaduct) by Steamtown National Historic Site. Info: www.nps.gov/stea

Saturday and Sunday, May 28-29, 2011

Railroads and the Military: An Unbreakable Bond at Steamtown National

Historic Site, 150 S. Washington Avenue, Scranton, Pa. Info: www.nps.gov/stea.

Saturday, June 4, 2011

Atlantic Division, TCA Train Meet at the Ridge Fire Company in Spring City, Pa. Info: www.tcamembers.org.

Saturday and Sunday, June 11-12, 2011

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

Sunday, June 12, 2011

Pufferbelly Day on the Wilmington & Western Railroad featuring double-headed steam power. Info: www.wvrr.com.

Saturday through Sunday, June 18-26, 2011

Day Out with Thomas on the Strasburg Rail Road. Info: www.strasburgrailroad.com.

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.

Wednesday through Sunday, June 22-26, 2011

National N Scale Convention at the Harrisburg/Hershey Sheraton Hotel, in Harrisburg, Pa. Info: www.nationalscaleconvention.com.

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/offering

Saturday through Sunday, Sept. 3-11, 2011 - SOLD OUT

America the Beautiful tour by the Lancaster Chapter, N.R.H.S.



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WWW.RRMUSEUMPA.ORG

717-687-8628

Through Saturday, December 31, 2011

RAIL TRAFFIC CONTROL: Managing the Crossroads of Commerce

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

Monday, July 11 thru Friday, July 15, 2011

Barons & Builders Day Camp for ages 9 and 10

Monday, July 25 thru Friday, July 29, 2011

Barons & Builders Day Camp for ages 11 and 12

Friday, August 12 and Saturday, August 13, 2011

Hogwarts Express Parties



RIDING THE READING...
READING COMPANY EVENTS
IN MAY

May 23, 1886 - New Philadelphia & Reading station established at Stowe, Pa.

May 27, 1906 - Reading opens New York Short Line between Cheltenham and Neshaminy Falls, creating a more direct route with better grades than that via Jenkintown; used by freight and B&O Royal Blue trains.

May 13, 1911 - Contract date to build a concrete bridge north of Kempton, Pa.

May 22, 1923 - U.S. District Court approves third modified Reading Company segregation plan; calls for Reading Company to sell Coal & Iron Company stock, merge Philadelphia & Reading Railway and 11 other subsidiaries and become an operating railroad company.

May 14, 1924 - Atlantic City Railroad opens new modern passenger terminal at Kaighn's Point, Camden, replacing old facility burned in 1915.

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

May 30, 1930 - Atlantic City Railroad begins operating Wildwood & Delaware Bay Short Line Railroad as its Wildwood Branch.

May 27, 1933 - ICC approves Reading request to acquire control of CNJ stock placed with trustees under 1920-1923 antitrust settlement; becomes effective June 17.

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

May 5, 1972 - First of three unit trains of modular homes leaves General Electric at King of Prussia, Pa., en route to Indianapolis; runs over Reading to Harrisburg; two other trains are sent to Seattle.

May 2, 1974 - Judge J. W. Ditter rules that Reading cannot be reorganized under Chapter 77 and must liquidate or join Conrail.



APRIL, 2011

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the Christiana Freight Station, Christiana, Pa. on Monday, April 18, 2011. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 53 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the March Membership Meeting minutes. David Stambaugh approved the motion and Marlyn Geesey seconded the motion. The March Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: Tom Shenk announced the guests at tonight's meeting were: Joel and Sharon Altland, Randy and Sharon Shupp, and Walter Pouge, Jr. In the absence of First Vice-President Fred Kurtz, Tom Shenk announced that there are 167 regular basic memberships and 99 family memberships so far this year. Tom announced last years' numbers were 194 regular memberships and 111 family memberships. Fred will update the renewal numbers at next month's membership meeting.

CHAPLAIN: Chaplain Doris Geesey read a poem to the chapter entitled "No Better Time." Doris announced that Abe Stoltzfus passed away. Doris also reported Ed Mayover was hospitalized for 10 days. Doris received a thank you card from Evan and Janice Russell for the recent passing of her

mother.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for the month of March. Tom Shenk announced That Mary and Dale Kerschner and Karen Roth have agreed to serve on the Audit Committee for this year.

TRIPS: Dennis Allen announced that everything is set for the trip to Arizona. The trip will be Saturday, September 3 to Sunday, September 11, 2011. Dennis announced that he had some inquiries concerning any cancellations for the trip. Dennis also has a waiting list in case anyone must cancel.

NATIONAL DIRECTOR'S REPORT: Smoke Shaak announced that he just returned from the Spring Conference in Illinois. Smoke announced that the main discussion was that National was rejected for federal campaign contributions from the Federal government for a second year. Smoke announced that Mr. Lewis' estate donated his entire photo collection to the NRHS. Smoke also reported that all registering for the Tacoma, Washington convention will have to be done via the internet. All the rooms and trips for the convention in Tacoma are almost sold out. Next year's convention will be held in Cedar Rapids, Iowa. Grant applications have to be submitted by April 28, 2011. The 2011 discount program is completed. There is a 10% increase and the listings will be on the computer or in the NRHS news. Walter Zooley is planning a rail trip to Israel for November 10-21, 2011. The cost will be about \$3000.00. Smoke announced 305 year pins have been given out this year. Tom Shenk went over the NRHS member proxy everyone should have received in the mail. There will be 25 zones and only 25 directors elected for each zone. Peggy Sweigart announced that the NRHS is discussing keeping the old logo or using a new logo. Peggy also announced that sales items will be available on the computer at NRHS.com.

ANNOUNCEMENTS: Glenn Kendig announced that Spring Clean-up day at the Christiana Freight Station will be Saturday, May 21, at 9:00 a.m. The Christiana Fire Hall is holding their breakfast the same day. Chapter members can meet at the fire hall at 7:30 a.m. for breakfast then come to the Freight Station for clean-up. The Christiana Lions Club will be selling subs on that day also. If anyone is interested in a sub for lunch, contact Glenn so he can order your sub before the clean-up date. Steve Himpel reported that the Chapter caboose was recently vandalized for a second time. Someone removed the screws from the window and the door to gain entry to the inside of the caboose. Marlyn Geesey suggested getting a sign saying "this area is protected by a camera" to deter further vandalism. Steve announced that he will be selling Strasburg Rail Road tickets at the Alcoa Company. The Lancaster Chapter receives 350 tickets a year from the Strasburg Rail Road to sell. The tickets sell for \$7.00. If anyone is interested in selling tickets, contact Glenn Kendig. Tom Shenk announced that volunteers are needed to help in the kitchen for next month. If interested, contact Eileen Stoll or Joan Shearer. Tom also announced that he will not be attending the Monday, May 16 Chapter meeting. First Vice President Fred Kurtz will conduct the meeting. If he is unable to attend, Glenn Kendig would run the Chapter Meeting. Tom announced that the next Board Meeting will be held Monday, May 9 at the Travel Time Office in Lancaster. Tom asked Steve if the chapter radios would be available for the Tacoma chapter to use for the Tacoma, Washington convention. We would charge for the use of the radios. Lou Hauck reminded everyone about volunteering at Hershey Park. You will earn money for the Chapter and a ticket voucher good to use at Hershey Park.

NEW BUSINESS: Tom Shenk announced that the chapter fundraiser will be a "Movie Night" at the Christiana Freight Station. There will be no charge for the movie. Refreshments will be available for sale. The movie is a recently released train movie. The movie night is set for Saturday, April 30 at 7:00 p.m. Tom Shenk announced that the Monday, July 18 meeting will be held at the Strasburg Rail Road. Chapter members will be able to ride the train for \$5.00 a ticket. The Chapter Meeting will be held in an open air car. The Annual Chapter Banquet will be held Friday,

November 18 at the Shady Maple Restaurant with the program by Steve Barry. Tom Shenk had a few raffle tickets for sale. The raffle was for a Lionel train set worth \$1000.00 sponsored by The Friends of the Railroad Museum of Pennsylvania. Richard Rutledge announced that The East Broad Top Railroad will open on Mother's Day weekend (May 7, 8). Plans are to have Thomas the Tank Engine at East Broad Top from July first thru the third. Richard also announced that they would like to open the railroad on the Monday's of major holidays. Richard also suggested East Broad Top would make a nice chapter trip.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:15 p.m. for the program: A slide presentation entitled "The Early Days of the East Broad Top Railroad - Before the Tourist Train Operation" given by Joel Altland.

Respectfully Submitted: Donetta M. Eberly - Secretary



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS

2011 Short Line, Regional Railroads of the Year Named



Railway Age magazine has named Blacklands Railroad the 2011 Short Line Railroad of the Year, and the Reading & Northern Railroad its 2011 Regional Railroad of the Year. The awards will be presented at the American Short Line and

Regional Railroad Association's annual meeting in San Antonio, Tex., Tuesday evening, May 3, 2011.

"This year's two winners demonstrate that short line and regional railroads are making their impact felt across the United States," says Railway Age Publisher Robert P. DeMarco. "The business opportunities differ, but the entrepreneurial spirit of the two winners is a shared belief in the economic power and potential railroads of all sizes can offer."

Port Clinton, Pa.-based Reading & Northern Railroad, "The Road of Anthracite," has leveraged eastern Pennsylvania's heritage role as a coal source to good effect, as well as tapping into the state's emerging role as a natural gas resource. The regional railroad, with roughly 300 miles of track in seven counties, has interchanges with Canadian Pacific and with Norfolk Southern, as well as with four other short line properties.

No stranger to industry observers, the Reading & Northern, founded in 1983, was a winner in the 2010 American Short Line and Regional Railroad Association (ASLRRRA) Marketing Awards competition. Known formally as the Reading Blue Mountain & Northern Railroad Co., the company won Railway Age's 2002 Regional Railroad of the Year. [Railway Age]

Southern 630 Returns to Steam



CHATTANOOGA, Tenn. — A third Southern Railway 2-8-0 is back in steam within a year's time after Tennessee Valley Railroad Museum's 1904 Alco, No. 630, began test runs after a 13-year rebuild and a period of inactivity that dates back to 1989. The engine and a wood Nashville, Chattanooga & St. Louis caboose went for break-in runs on the museum's

railroad. The engine went to TVRM in 1983 to pull trains there. Norfolk Southern plans to use the engine in a new version of its steam program later this year, but no details have been announced. [Jim Wrinn - TRAINS News Wire, Photo by Steve Freer]



UTU Members Ratify York Railway Agreements

United Transportation Union (UTU)-represented trainmen, engineers and carmen employed at York

Railway recently ratified new agreements.

Retroactive to Jan. 1, 2010, and extending through Dec. 31, 2014, the pacts provide full back pay, wage increases, healthcare insurance premium caps and other work/benefit improvements, according to the UTU. Owned by Genesee & Wyoming Inc., the 42-mile York Railway interchanges with Canadian Pacific, CSX Transportation and Norfolk Southern Railway. [Progressive Railroading]

THIS MONTH'S BANNER PHOTO

Amtrak No. 2023, Acela Set 18, northbound on 2 Track at MP 81, Chase, Md. on April 22, 2010. Photo by George Pitz, Amtrak.



OPERATION LIFESAVER REMINDS YOU...

Walking on railroad tracks, or the rights-of-way on either side of them, is illegal.



THE LANSDALE DAY SPECIAL

Saturday, June 4, 2011

The West Chester Railroad, in conjunction with SEPTA, will be operating a special train from West Chester, PA to Lansdale, PA. The trip is also in coordination with the annual Lansdale Day festival. Equipment will be vintage Reading Blueliner coaches, double-headed ALCO RS18 and C424 locomotives and SEPTA's Genset #70. All proceeds from this event will benefit the West Chester Railroad Heritage Association.

ONE ROUND TRIP TICKET - \$50

Tickets may be ordered at www.westchesterRR.com

Tentative Schedule - subject to change

9:00 am Lv. West Chester's Market St. station

11:00 am Ar. at 30th St. Station

11:45 pm Lv. 30th St. Station

12:30 pm Ar. at Lansdale

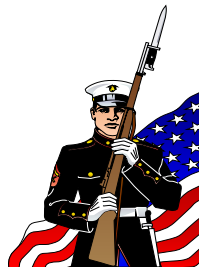
3:30 pm Lv. Lansdale

4:30 pm Ar. at 30th St. Station

5:15 pm Lv. 30th St. Station

7:00pm Ar. at West Chester's Market St. station

Photo stops will be made as time allows at SEPTA's discretion on the Pennsy and Reading sides of the commuter tunnel. Stops will be made at 30th Street Station going to and coming back from Lansdale in order to drop off WCRL #4230 and pick up SEPTA #70. Passengers will have about a 45 minute layover at 30th Street Station stops. Rain or shine event.



The Lancaster Chapter Board of Directors wishes all Chapter Members and Friends a Happy and Safe Memorial Day holiday. Remember our fallen Veterans - who gave us the freedoms that we enjoy today!



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



Reading Company Technical & Historical Society member Dale Woodland will present a program entitled "The Reading - Then and Now." Photographs of the Reading in action prior to 1976 are viewed with contemporary scenes in the same locations giving us a glimpse of how things have changed. A great presentation for Reading Company fans!

MAY 21, 2011 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION SPRING CLEAN-UP - There will be a buffet breakfast at the Christiana Fire Company Fire Hall at 7:30 am. Have a hearty meal before joining the Gang at our Chapter home.

JUNE

JUNE 20, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING



Chapter member Tom McMaster will present a slide program entitled "Tourist Railroads of Maine" - a wonderful program about the often overlooked present day tourist railroads in the *Pine Tree State*. We'll visit the Maine Narrow Gauge Railroad Museum; ride the Maine Eastern in a Parlor Observation car; a special Belfast & Moosehead Lake Railroad excursion; Downeast Scenic Railroad; Wiscasset, Waterville & Framingham; and Amtrak's Downeaster. This program was postponed from our cancelled February meeting. Bring a friend and enjoy this unique program.

JULY - AWAY CHAPTER MEETING

JULY 18, 2011 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD. "AWAY" CHAPTER MEMBERSHIP MEETING



Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in the Strasburg's Open Air passenger car. Restrooms will be available at the station and the shops and restaurant close about 15 minutes after the train returns to Strasburg. Tickets for the train ride will be available for \$5.00 per person from the Chapter. DO NOT purchase your ticket at the Strasburg Rail Road Ticket Office - they can't offer you our discounted ticket price!

AUGUST

AUGUST 15, 2011 - MONDAY, 7:30 PM

CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING

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. Re-live the Reading's "Glory Days" of steam. All are welcome!

CHAPLAIN CONTACT INFORMATION:

Doris Geesey

Email: rscooter2@comcast.net

Phone: 717-347-7637

Please keep our Chaplain informed of member news



LANCASTER CHAPTER BOARD of DIRECTORS

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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, MAY 16, 2011, STARTING AT 7:30 P.M.

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



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

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