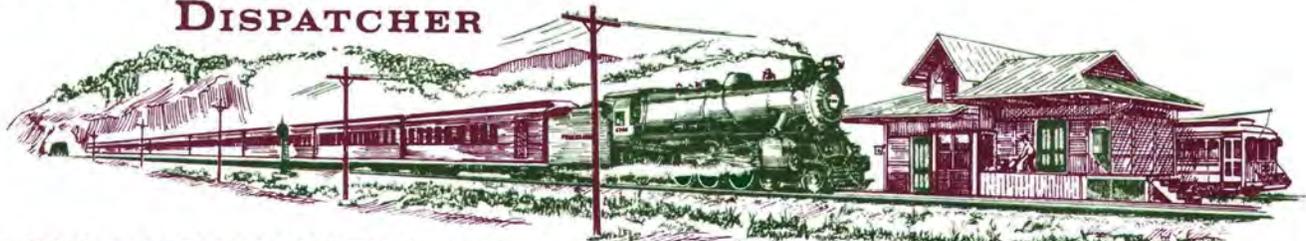


LANCASTER DISPATCHER

1935 -2011

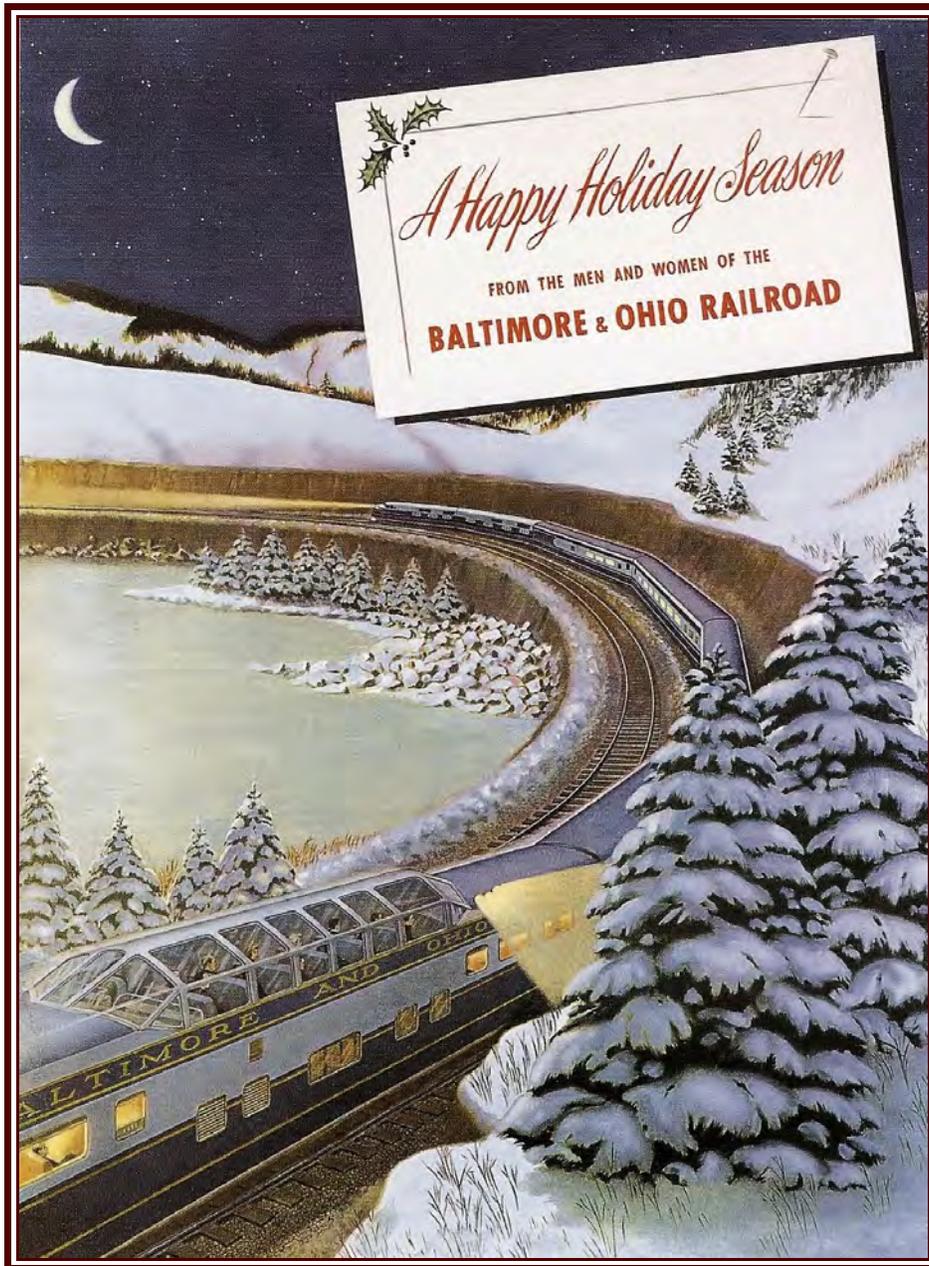


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BALTIMORE & OHIO RAILROAD CHRISTMAS POSTER - 1949

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

The NEW YORK Sun.

PUBLISHED AT NEW YORK CITY

TUESDAY, SEPTEMBER 21, 1897.

..

Yes, Virginia, There Is A Santa Claus

Dear Editor ~

I am 8 years old. Some of my little friends say there is no Santa Claus. Papa says, "If you see it in The Sun, it's so." Please tell me the truth, is there a Santa Claus?

~Virginia O'Hanlon
115 West Ninety-Fifth Street.

Virginia, your little friends are wrong. They have been affected by the skepticism of a skeptical age. They do not believe except they see. They think that nothing can be which is not comprehensible by their little minds. All minds, Virginia, whether they be men's or children's, are little. In this great universe of ours, man is a mere insect, an ant, in his intellect as compared with the boundless world about him, as measured by the intelligence capable of grasping the whole of truth and knowledge.

Yes, Virginia, there is a Santa Claus. He exists as certainly as love and generosity and devotion exist, and you know that they abound and give to your life its highest beauty and joy. Alas! how dreary would be the world if there were no Santa Claus! It would be as dreary as if there were no Virginias. There would be no childlike faith then, no poetry, no romance to make tolerable this existence. We should have no enjoyment, except in sense and sight. The external light with which childhood fills the world would be extinguished.

Not believe in Santa Claus! You might as well not believe in fairies. You might get your papa to hire men to watch in all the chimneys on Christmas eve to catch Santa Claus, but even if you did not see Santa Claus coming down, what would that prove? Nobody sees Santa Claus, but that is no sign that there is no Santa Claus. The most real things in the world are those

that neither children nor men can see. Did you ever see fairies dancing on the lawn? Of course not, but that's no proof that they are not there. Nobody can conceive or imagine all the wonders there are unseen and unseeable in the world.

You tear apart the baby's rattle and see what makes the noise inside, but there is a veil covering the unseen world which not the strongest man, nor even the united strength of all the strongest men that ever lived could tear apart. Only faith, poetry, love, romance, can push aside that curtain and view and picture the supernal beauty and glory beyond. Is it all real? Ah, Virginia, in all this world there is nothing else real and abiding.

No Santa Claus! Thank God! he lives and lives forever. A thousand years from now, Virginia, nay 10 times 10,000 years from now, he will continue to make glad the heart of childhood.

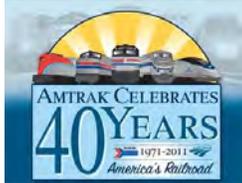




THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"

Holiday Greetings



Amtrak Offering Employee Buyouts

WASHINGTON – Amtrak announced to employees Nov. 1 that it would be offering buyouts to employees not covered by labor agreements. In a special employee advisory, Amtrak said starting next week it would be offering non-agreement employees a

Voluntary Separation Incentive Payment in order "to better allocate its resources and align the structure of the company in accordance with its Strategic Plan and within the financial realities it faces."

Employees not covered by labor contracts and with at least one year of service may elect to participate in the plan, starting Nov. 7 and lasting through Nov. 25. Amtrak said by offering the voluntary plan now, it would be a way to reduce the impact of future involuntary separations. If cost reduction and organizational expectations are not achieved, *Amtrak said it will implement an involuntary reduction in the number of employees beginning in January 2012.* (Read terminations, layoffs - Ed.)

Amtrak is facing the possibility of severe cuts as it appears the Federal government will significantly reduce the amount of funding it will receive in the next fiscal year. [TRAINS News Wire]

Amtrak Integrates Northeast Corridor Development Efforts in New Business Line

WASHINGTON – Planning and development efforts for Amtrak's existing Northeast Corridor (NEC) and its proposed new, dedicated 220 mph next-generation high-speed rail system are being fully integrated within a new Northeast Corridor Infrastructure and Investment Development business line. This integrated business line will bring together all Amtrak funding, policy and planning decisions regarding NEC improvements and ensure that the continued development of high-speed rail is a critical element of Amtrak's plans for the Corridor.

The change is the first to be implemented under a new strategic plan which aligns Amtrak's organizational structure and resources with the company's goals and priorities. Safety and security are the top priorities with a strong focus on strengthening Amtrak's bottom line.

"The NEC is Amtrak's premier asset and expanding high-speed rail service is essential to maximizing its success," said President and CEO Joseph Boardman. "The NEC requires more capacity, greater connectivity and increased operating speeds for all Corridor users. Improving and expanding our high-speed rail capabilities is central to achieving those goals."

Effective Nov. 1, Stephen Gardner is the Vice President of NEC Infrastructure and Investment Development. Mr. Gardner is transitioning to the new role from his position as Amtrak Vice President of Policy and Development.

"Stephen has extensive experience and understanding of the NEC and the needs of its customers, and is keenly aware that improving the NEC for all users and building a 220 mph system will require both public investment and private finance," said Mr. Boardman.

The new NEC business line is focused on coordinating, managing and developing Amtrak-owned infrastructure in the Northeast to maximize the financial performance of the NEC and to support the current and future operations on the Corridor, including Amtrak, commuter and freight

railroad service. It is charged with leading high-speed rail projects, advancing a state of good repair, managing capacity allocation and creating new capacity for existing and new rail services on the Corridor.

In addition, by the end of 2011 Amtrak intends to release an update to its NEC vision plan which integrates planned improvements to the existing Corridor with the proposed development of a next-generation high-speed rail system. The updated report will incorporate the significant advancements in planning and conceptual development that have occurred during the past year with new analysis of the conceptual alignment, ridership, revenue, operations and maintenance costs projections, and capital investment needs. It also will set forth an ambitious and realistic plan for the phased implementation of true world-class high-speed rail in the Northeast by incrementally upgrading existing NEC infrastructure, enhancing capacity at key choke points and building new infrastructure.

Also, Amtrak continues to work on a NEC high-speed rail business and financial plan that will address a variety of project financing issues and will identify strategies for financing, including opportunities to maximize private investment in the future development of the NEC.

Concurrent with the implementation of the new strategic plan and integrated NEC development structure, Al Engel, Vice President of High-Speed Rail, has advised the company he is leaving Amtrak in December to pursue other opportunities. As part of Amtrak's succession planning practices, Mr. Engel will assist in the transition.

"Al has performed tremendous work to develop, advance and bring national and international recognition and credibility to the Amtrak high-speed rail program," said Mr. Boardman. "As a direct result of Al's leadership, Amtrak is well-positioned and has developed a strong path forward to realizing world-class high-speed rail on the Northeast Corridor."

"I appreciate the opportunity I have had to work at Amtrak and guide the development of its high-speed rail program," Mr. Engel said. "Amtrak is vital to achieving true high-speed rail in the United States and it is my sincere hope that the initiatives we have launched will gather momentum and become reality." [Amtrak News Release]

Amtrak Adds Free Wi-Fi to More Trains



WASHINGTON – Responding to strong passenger interest, Amtrak is launching today a major expansion of its free AmtrakConnectSM Wi-Fi service to 12 East Coast routes. As a result, trains that carry nearly 60 percent of all Amtrak passengers now have Wi-Fi connections.

This phase of Wi-Fi expansion includes *Northeast Regional* trains, the most popular Amtrak service, which operates daily between Virginia and Boston, and the heavily traveled *Empire Service* (New York – Albany – Buffalo) and *Keystone Service* (New York – Philadelphia – Harrisburg, Pa.)

Other routes now with Wi-Fi include:

Carolinian (New York – Charlotte), *Downeaster* (Boston – Portland), *Ethan Allen Express* (New York – Rutland, Vt.), the *New Haven – Springfield Shuttle* and *Vermont* (Washington – St. Albans, Vt.)

Wi-Fi also is installed on four other routes as part of this expansion, but

only in select cars marked with hotspot window stickers because these trains are made up of different types of equipment:

Adirondack (New York – Montreal), *Maple Leaf* (New York – Toronto), *Palmetto* (New York – Savannah, Ga.), and *Pennsylvanian* (New York – Philadelphia – Pittsburgh.)

AmtrakConnect Wi-Fi service is already available on high-speed *Acela Express* trains in the Northeast Corridor and on the *Amtrak Cascades* service in the Pacific Northwest.

While Wi-Fi service has long been a priority for Amtrak, the biggest obstacle to providing Internet connectivity on trains is the limited bandwidth on many routes, currently provided through third-party cellular data networks located along the tracks. Amtrak is exploring ways to expand that coverage through talks with cellular companies. Importantly, the AmtrakConnect technology is designed in a way that enables it to take advantage of technology improvements such as faster 4G speeds, as they become available along the routes.

The next expansion of Wi-Fi will be on state-supported Amtrak services in California by the end of 2011, including on *Capitol Corridor*, *Pacific Surfliner*, and *San Joaquin* trains. When that occurs, 75 percent of all Amtrak passengers will have access to on-board Wi-Fi. [Edited from Amtrak News Release]

[Amtrak Wilmington Train Station Receives International Award for Design Excellence](#)

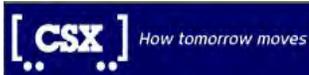
WILMINGTON – The renovated Amtrak Wilmington Train Station was recognized for its design excellence at the 2011 Brunel Awards International Railway Design Competition. It was selected from a pool of more than 150 entries submitted from 14 countries.

The Amtrak led renovation 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 of the station. It also provided for a new passenger information display system and enhancements to the station's accessibility to people with disabilities.

The Brunel Awards competition recognizes and promotes the best in railway architecture, engineering, landscape and environmental design, product design, locomotive and car design, graphic arts and corporate branding amongst railways from Europe, Asia and the Americas. The Association of American Railroads (AAR) and International Union of Railways (IUC) hosted the awards ceremony.

The Wilmington Train Station is the 12th busiest station in the Amtrak system with 717,772 passengers in Fiscal Year 2011. In addition to Amtrak, the Wilmington Station also serves two commuter services—SEPTA and the Delaware Transit Corporation. In March 2011, the station was rededicated 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.

Amtrak is also being recognized with a Brunel Commendation for the Superliner I Coach Overhaul completed by its in-house Mechanical Department. This project involved restoring stored or wrecked train cars and returning them to service. As a result of this effort, Amtrak has increased capacity on many of its Long Distance trains. [Amtrak]



[CSX Announces Significant National Gateway Progress - Phase One is One Third Complete or Underway, Project on Track for 2015 Completion](#)

JACKSONVILLE, Fla. - October 11, 2011 - CSX Transportation today announced that it has worked completed or construction underway at one-third of the clearance projects included in the National Gateway, keeping the major American infrastructure initiative on track for

completion by 2015.

The National Gateway is an innovative public-private partnership that will create a double-stack freight rail corridor between Mid Atlantic sea ports and the Midwest. The improvement projects are designed to increase the vertical clearances at 61 locations on CSX rail lines in the region to accommodate intermodal trains carrying double-stack intermodal containers. To date, work is complete at five of the locations, and crews are working at 15 other locations. The progress to date means almost one third of the clearance projects are completed or underway for the National Gateway's phase one, which spans an existing rail corridor between North Baltimore, Ohio and Chambersburg, Pa.

The projects already completed include bridges in Hyndman and Chartiers Creek, Pa. which were modified for double-stack usage. In Coraopolis, Pa., CSX worked closely with local officials to ensure the safe and efficient removal of an antiquated pedestrian bridge. At the request of local officials, the aging structure was not replaced. Similarly, CSX worked closely with city officials in Akron, Ohio to remove the previously closed Park Street overpass. In Niles, Ohio, CSX removed a damaged and antiquated overhead highway bridge and is constructing a new, modern replacement structure.

CSX has begun work on other projects in its phase one of construction, with five tunnel improvement projects underway in Confluence, Pa.; Hansrote, W. Va.; and Magnolia, Md. where tunnel linings are being modified to provide the necessary clearance for passage of modern, double-stacked freight rail containers.

In Ohio, CSX is also raising four highway bridges and lowering the tracks at three others to improve clearances. Other bridges in Kent and Ravenna, Ohio, and Paw Paw, W. Va. are being replaced with modern, new structures.

CSX recently announced that it will invest an additional \$160 million to complete the National Gateway. The investment brings CSX's planned private investment in the critical infrastructure project to about \$575 million over several years. One of the nation's largest transportation projects, the National Gateway will create more than 50,000 jobs over a 30 year period by creating a more efficient intermodal network and expanding double-stack capabilities, which increases the amount of freight that can be transported on a single train. CSX is targeting a 2015 completion date for the project to coincide with the expansion of the Panama Canal, which is expected to bring more traffic through East Coast ports. To learn more about the National Gateway, visit www.nationalgateway.org. [CSX Corp.]

[CSX Announces Record Third Quarter Results](#)

JACKSONVILLE, Fla. - October 18, 2011 - CSX Corporation (NYSE: CSX) today announced third quarter net earnings of \$464 million, or \$0.43 per share, versus \$414 million, or \$0.36 per share, in the same period last year. This is a 19 percent improvement in earnings per share and a record third quarter for the company.

"Even as the economy moderated, CSX delivered strong financial results while investing in additional resources to strengthen customer service," said Michael J. Ward, chairman, president and chief executive officer. "This helped position our business, our customers and our communities for growth in the near- and long-term."

Revenue in the quarter improved 11 percent from the prior year to nearly \$3 billion, with increases across all of the company's major markets. These results reflect the compelling value of freight rail transportation and fuel recoveries that offset higher costs. The higher revenue, coupled with the company's ongoing focus on profitable growth, increased operating income to a third quarter record of \$878 million and produced an operating ratio of 70.4 percent.

At the same time, the company expects to achieve its target of a 65 percent operating ratio by no later than 2015. [CSX Corp.]



Norfolk Southern Reports Third-Quarter 2011 Results

NORFOLK, VA. - Norfolk Southern Corporation today reported record third-quarter net income of \$554 million, 24 percent higher compared with \$445 million for the same period of 2010. Diluted earnings per share were a record \$1.59, up 34 percent, compared with \$1.19 per share in the third quarter of 2010.

"Norfolk Southern produced another outstanding quarter, setting all-time records for income from operations and earnings per share, while also establishing third-quarter records for net income and operating ratio," said Norfolk Southern CEO Wick Moorman. "We continue to see modest improvement in most of our business groups, and we remain focused on the long-term enhancement of our franchise."

Railway operating revenues of \$2.9 billion rose 18 percent compared with the same period of 2010, primarily as the result of a 14 percent increase in revenue per unit.

General merchandise revenues were \$1.4 billion, 12 percent higher compared with third-quarter 2010 results. Coal revenues increased 27 percent, to \$899 million, compared with the same period last year. Intermodal revenues were \$551 million, 19 percent higher compared with the third quarter of 2010.

Railway operating expenses for the quarter were \$2.0 billion, 14 percent higher compared with the same period of 2010, primarily due to increased fuel expenses, which rose by \$126 million, and compensation and benefits costs. Income from railway operations climbed 26 percent to an all-time record \$938 million compared with the same period last year.

The railway operating ratio improved by 2.1 percentage points to a third-quarter record 67.5 percent compared with 69.6 percent during third-quarter 2010. [Norfolk Southern Corp.]

Norfolk Southern Adds EMD GP22ECO Units to its Fleet

ALTOONA, Pa. — Norfolk Southern has released two EMD GP22ECO locomotives from its Juniata Shops: the first in September; the second, this month. Numbered 5900 and 5901, the shops used kits supplied by EMD to rebuild former Norfolk & Western GP38AC cores 4105 and 4117.



NS 5900 EMD GP22ECO ON LOCAL C42 NEAR TYRONE, PA. ON OCT. 6, 2011. PHOTO BY MARTY FINNIGAN.

The units employ 8-cylinder 710G3A ECO engines rated at 2,000 hp, EM 2000 microprocessor-based control systems, dynamic brakes, and cab air-conditioning. They are Tier 2-compliant.

When shakedown testing is completed, they will be mated to slugs in the 600 series and assigned to the Pittsburgh area as yard switchers and to local freight assignments. The slugs, rebuilt from EMD GP38 cores, are being constructed specifically for the 5900s. They are equipped with cabs and air-conditioning. [TRAINS News Wire]

Norfolk Southern Sues to Stop Hearings in Conway Yard Case

PITTSBURGH – Norfolk Southern has filed a lawsuit to stop the Pennsylvania Public Utilities Commission from conducting a hearing to restore jobs at NS' Conway Yard near Pittsburgh, the *Beaver County Times* reported. NS said that if the jobs were restored it would have to close the yard.

In a federal suit filed, NS seeks to stop a series of hearings before the Commission requested by the United Transportation Union. The UTU wants to restore jobs related to humping operations at the yard. Both the car retarder operator and brakeman positions were eliminated during contract negotiations earlier this year and replaced by automated

systems.

The union filed an emergency petition with the commission earlier this month, citing safety issues with the automated systems and asking for the positions to be restored.

In its filing the union says the automated system causes too many "run outs," or situations where cars traveling too fast while being humped strike other cars; the union says restoring people to the two positions would improve safety at the yard. As part of the changes requested by the union, NS would have to remove hydraulic equipment from the yard.

In its suit, Norfolk Southern states the physical changes that would be required to restore the positions would force the yards' closure. "If granted, the application likely would force the closure of (Conway Yard) as the 'obstructions and structures' that the UTU seeks to remove are the hydraulic cases without which the hydraulic skates could not function," the suit states. "Prohibiting operations on every classification track adjacent to a hydraulic case, as demanded by the UTU in the application, would shut down operation at (Conway Yards) ... (which) would have cascading effects throughout Norfolk Southern's 21,000 mile system, greatly inhibiting its ability to perform its common carrier obligations.

The commission has shared jurisdiction with the Federal Railroad Administration over railroad safety issues in the state, spokeswoman Jennifer Kocher told the *Times*. The suit states, however, that the FRA's authority supersedes that of the commission, and that the hearings should be canceled. [TRAINS News Wire - October 31, 2011]



Pro-Rail Group Sues Over Princeton "Dinky"

Pro-rail citizens in Princeton, N.J., and nearby towns have filed a lawsuit in New Jersey Superior Court to block any truncation or elimination of New Jersey Transit's Princeton Branch rail service (or the "Dinky"), as sought by Princeton University.

The lawsuit, filed Oct. 3 by the citizens group Save the Dinky, sought to counter action by Princeton borough officials slated to vote on a transit agreement with Princeton Township and Princeton University to remove part of the line for other purposes. One plaintiff, Peter Marks, serves on the Princeton Borough council.

Save the Dinky lawyer Bruce Afran argues that the university lacks the authority to move the station any further than it was moved back in the 1980s. The seeks a permanent injunction barring the university from relocating the Dinky, as well as a "declaratory judgment" that the public has acquired an easement to access and exit the Dinky station at its existing station platform.

Princeton University officials have ignored calls for the rail line to be preserved either as a rail shuttle, as operated at present (using electric multiple-unit Arrow III cars) or as converted to potential light rail transit. The university says the current station must be moved for a new arts center project and an additional roadway to a parking garage.

New Jersey Transit officials claim NJT believes the university has the right to move the station under the terms of a contract between the two. Rail advocates statewide counter that NJT's commitment to anything LRT is tepid at best.

The Princeton terminus already has been moved south several times since the original line was constructed in 1865, most recently in 1987 under the terms of a sales contract between the university and NJ Transit. The 1984 sales contract said the university could make a southward move of the terminus "coincident with the location of the minimum reservation of platform space."

The Dinky's southern terminus interfaces with Northeast Corridor service (Amtrak and NJT) at Princeton Junction Station. [Railway Age Rail Group News]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN DECEMBER

Dec. 28, 1900 - PRR establishes interchange with Reading at Newberry Jct. west of Williamsport, Pa.

Dec. 28, 1903 - PRR discloses plan to add ten tracks to Broad Street Station by extending it northward from Filbert Street to Cuthbert Street in hearing before Board of Surveyors; PRR files opposition to plan for Benjamin Franklin Parkway because it would cut across this block diagonally.

Dec. 9, 1904 - In a letter to the editor, an anonymous *New York Times* reader suggests rerouting New York Central passenger trains down the old Hudson River Railroad line to make connection with the PRR west of Penn Station, thus anticipating the "West Side Connection" of 1991.

Dec. 17, 1906 - PRR loses Lancaster-Quarryville mail contract to Conestoga Traction Company.

Dec. 19, 1909 - PRR orders 25 DD1 electric locomotives from Westinghouse Electric & Manufacturing Company for delivery by July 1, 1910.

Dec. 4, 1912 - PRR Board appoints special committee to consider proposition of Atlantic Coast Line Company to sell Atlantic Coast Line Railroad to PRR.

Dec. 14, 1917 - Pomeroy & Newark Railroad merged into PB&W under agreement dated Oct. 15, 1917; becomes Pomeroy Branch of Maryland Division.

Dec. 27, 1923 - PRR Board approves \$10,500 to modify former foundry at 4950 Merion Avenue near 46th Street Yard as General Office records warehouse.

Dec. 2, 1924 - Architect E. R. Graham presents preliminary renderings of 30th Street Station and area east to Broad Street to Special Committee on Philadelphia Improvements; estimated cost \$54 million, of which city is to put up \$12 million and PRR to realize \$23 million from air rights and property sales, leaving a net cost of \$19 million.

Dec. 2, 1928 - Electric local service begins between Philadelphia and West Chester via Media; gas-electric cars assigned to all but one train operating between electrified zone at Wawa and Perryville, Md.

Dec. 1, 1929 - Pennsylvania Greyhound Lines, Inc., inaugurates bus service between Baltimore and Harrisburg.

Dec. 27, 1930 - Last passenger train operates between Downingtown and Lancaster, Pa., via New Holland.

Dec. 12, 1932 - Electrified tracks at Wilmington Shops energized and placed in service; Wilmington becomes main shop for electric locomotives and cars.

Dec. 15, 1933 - Main waiting room and concourse at 30th Street Station, Philadelphia, opens but with only two tracks on lower level.

Dec. 29, 1934 - PRR takes delivery of No. 4780, first of 28 "modified" Class P5a electric locomotive, from Juniata; has streamlined steeple cab similar to that adopted for GG1 and R1.

Dec. 21, 1938 - Class S1 6-4-4-6 duplex No. 6100 completed at Altoona except for streamlined casing designed by Raymond Loewy; on same day makes first road test with two cars; runs backward to Huntingdon as no turntable large enough to turn it; then forward back to Altoona at up to 50 MPH; stopped and checked for overhang on all tight curves.

Dec. 9, 1940 - LIRR establishes stop at "Republic" east of Farmingdale for Republic Aircraft Corporation; soon to be major war plant.

Dec. 23, 1944 - Washington Union Station closes doors for several hours

as Christmas rush exceeds station capacity.

Dec. 30, 1950 - Last runs of PRSL passenger service between Newfield and Atlantic City on former electric route and between Woodbury and Salem, New Jersey.

Dec. 1953 - PRR establishes formal program to retire unnecessary tracks and facilities no longer needed because of dieselization and improved operating methods; plan to retire 5,000 track miles, about one-fifth of total, over next five years.

Dec. 19, 1956 - PRR Board authorizes purchase of 6 experimental "Pioneer III" MU cars for \$1.6 million.

Dec. 31, 1958 - Number of PRR employees hits 78,958, lowest since 1900.

Dec. 1961 - PRR sells 32nd Street office building in West Philadelphia to Food Fair Stores, Inc., for headquarters, retaining 8 floors for railroad offices.

Dec. 1, 1963 - PRR completes conversion of 50 roomette sleepers into Class P85L 76-seat coaches which begin service on New York-Washington trains; permits retirement of most P70s except during holiday peaks.

Dec. 5, 1965 - Silverliners assigned to all local trains between Philadelphia and Harrisburg under new SEPTA program; schedule increased from 3 to 8 round trips with SEPTA funding; time cut from 2 hours to 1:45; 600-series Harrisburg trains take over Philadelphia-Parkesburg and Lancaster-Harrisburg commuter traffic; separate Lancaster-Harrisburg and Philadelphia-Parkesburg commuter trains discontinued.

Dec. 13, 1967 - *Broadway Limited* consolidated with *The General*; loses all-Pullman status and special observation lounge cars with master room and shower; train becomes the old *General* with the *Broadway* name operating on a 16:10 schedule eastbound and 16:40 westbound; last run of old *Broadway* is Dec. 12.

Dec. 29, 1972 - Last run of PRSL passenger service between Wildwood Jct. and Wildwood, N.J.

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

CONRAIL BIG BLUE MEMORIES CONRAIL EVENTS IN DECEMBER



Dec. 31, 1976 - Conrail moves all Columbus, Ohio, personnel into a single office at 2100 Stella Court.

Dec. 1, 1977 - Conrail files System Diagram Map with ICC showing 22 lines totaling 123.9 miles as Category I, up for abandonment within three years; 17 are already out of service.

Dec. 15, 1978 - 5,519 miles of slow orders system wide.

Dec. 28, 1978 - Conrail announces plans to acquire 265 new diesels.

Dec. 1981 - Last train between Coatesville and Birdsboro, Pa.

Dec. 10, 1984 - Manville, NJ yard closed - reopened in 1990.

Dec. 23, 1984 - Blandon Low Grade reopened.

Dec. 31, 1987 - Stewart. M. Reed resigns as President and CEO.

Dec. 31, 1991 - Shelbyville Line sold to Central Railroad of Indianapolis.

Dec. 6, 1995 - Conrail's first Electro-Motive SD80MAC, No. 4100, dedicated at Juniata.

GREMLINS IN THE OCTOBER CHAPTER MEETING MINUTES

Under *Membership*, we erroneously reported a new chapter member's name as Evan Russell, Jr. In fact, our new member's name is Evan Russell III. Evan Russell, Jr. is our Chapter Historian. The gremlins apologize for this oversight!



Timetable 12-11

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

Through Sunday, January 1, 2012

Rocky Mountain Express IMAX movie at the Maryland Science Center, 601 Light Street, Baltimore, MD 21230. Info: <http://www.mdsci.org/imax/future/11.14.11.html>

Various Days through December 31, 2011

Numerous events are scheduled at the B&O Railroad Museum, 901 W. Pratt St., Baltimore, Md. Info: www.borail.org

Thursday thru Saturday, December 1-4, 8-11, 15-18, 2011

North Pole Express on the New Hope & Ivyland Railroad. Info: www.newhoperailroad.com.

Friday thru Sunday, December 2-4, 9-11, 16-18, 2011

Polar Bear Express on the Middletown & Hummelstown Railroad. Reservations required. Info: www.mhrrailroad.com.

Saturday, December 3 and Sunday, December 11, 18, 2011

Open House and motorcar "Speeder" rides at the station in Stewartstown, Pa. Info: www.stewartstownrailroad.com.

Saturday and Sunday, December 3-4, 2011

Greenberg's 35th Anniversary Train and Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD 21093. Info: www.GreenbergShows.com.

Saturday and Sunday, December 3-4, 2011

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

Saturday and Sunday, December 3-4, 10-11, 17-18, 2011

Santa's Express on the West Chester Railroad. Trains Depart Market Street Station at 11:00 am, 1:00 pm, and 3:00 pm. Adult Fare: \$20.00, Children: \$12.50 (Ages 2-12 yrs), Toddlers (not in parent's lap): \$5.00. Info: www.westchesterrr.com.

Saturday and Sunday, December 3-4, 10-11, 17-18, 2011

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

Saturday and Sunday, December 3-4, 10-11, 17-18, 2011

The Santa Express on the Cape May Seashore Lines. Info: www.capemayseashorelines.org.

Saturday and Sunday, December 3-4, 10-11, 17-18, 2011



Santa's Paradise Express. Strasburg Rail Road will welcome a very special visitor this December. That's right, Santa himself will climb aboard and visit with families as they travel down the tracks to Paradise, PA and back. Info: www.strasburgrailroad.com.

Sunday, December 4 & 11, 2011

Christmas Tree Train on the West Chester Railroad. Take a ride on the heated coaches and pick your own tree at Wiggin's Tree Farm. Also enjoy hot chocolate, coffee and other breakfast pastries. Trains Depart Market Street Station at 8:00 am. Info: www.westchesterrr.com.

Thursday Evening, December 8, 15, 22, 2011

The Santa Express on the Cape May Seashore Lines. Info: www.capemayseashorelines.org.

Saturday, December 10, 2011

Christmas Lights Special - Ride through the streets of Philadelphia in a decorated PCC-2 car. Sponsored by the Wilmington Chapter, NRHS. Info: www.railroadphotographer.com.

Saturday, December 10 & 17, 2011

Polar Express Party at the Reading Railroad Museum, 400 S. Third Street, Hamburg, Pa. 10:15 am and 1:15 pm. Adm. \$5.00. Reservations: 610-562-5513.

Saturday and Sunday, December 10-11, 17-18, 2011

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

Saturday and Sunday, December 10-11, 2011

Greenberg's Train and Toy Show at the Lancaster County Convention Center, 3 East Vine St., Lancaster, Pa. 17603. Info: www.GreenbergShows.com. *The King of Prussia show is cancelled.*

Monday through Friday, December 19-23, 2011

North Pole Express on the New Hope & Ivyland Railroad. Info: www.newhoperailroad.com.

Thursday, December 22, 2011

Winter Solstice at 12:30 a.m. EST - Just in time for Christmas!

Friday Evening, December 23, 2011

The Santa Express on the Cape May Seashore Lines. Info: www.capemayseashorelines.org.

Monday through Saturday, December 26-31, 2011

North Pole Express on the New Hope & Ivyland Railroad. Info: www.newhoperailroad.com.

Saturday and Sunday, January 7-8, 2012

2012 NRHS Winter Conference at Williamsburg, Va.

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

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

Saturday and Sunday, January 14-15, 2012

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

Saturday, January 21, 2012

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

Saturday and Sunday, March 24-25, 2012

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



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Through Saturday, December 31, 2011

RAIL TRAFFIC CONTROL: Managing the Crossroads of Commerce

Saturday, December 3 and 10, 2011

Home For The Holidays

Saturday, December 3 and 10, 2011

Polar Express Parties



Dec. 7, 1886 - Park Junction connection to the B&O completed.

Dec. 5, 1911 - P&RC&I Anchor Washery near Heckscherville destroyed by fire.

Dec. 4, 1922 - Reading obtains trackage rights over PRR (0.62 mile) at Gilberton, Pa., to reach a mine of the Harleigh-Brookwood Coal Company.

Dec. 12, 1930 - Citizens' meeting at Haddonfield calls for merger of Reading and PRR lines in southern New Jersey.

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

Dec. 21, 1962 - Budd Company delivers last RDC, Reading No. 9152.

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

NOVEMBER, 2011

CHAPTER MEETING MINUTES



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



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

A BUS? OF COURSE! IT'S A PENNSYLVANIA GREYHOUND LINES BUS DELIVERING HOLIDAY PACKAGES FOR THE PENNSY!

Electro-Motive Announces Development of New Passenger Diesel

NEW ORLEANS — Electro-Motive Diesel will design a next-generation passenger diesel, with a prototype slated for release in 2014, *Railway Gazette International* has reported. The builder announced the decision at the American Public Transportation Association meeting in New Orleans.

The builder, now part of Caterpillar's Progress Rail Services, says the design will boast "streamlined" styling, including a prominent, roof-level headlight for a "classic American" look. It will be capable of 125-mph operation. The company hasn't made a final decision on a prime mover, but says it will come from Caterpillar's designs. So don't expect the 710 or 265H Electro-Motive designs in use on freight models.

EMD's last passenger design was its F59PHI, a sleek 3,200-hp locomotive that serves on Amtrak corridor routes in the West, plus several commuter lines. The builder announced it hoped to offer a new passenger locomotive a year ago as federal high speed rail money began to be disbursed to states. *[TRAINS News Wire]*

After Costly Fix, Lancaster Train Station Still Seedy Inside

What will the Lancaster Amtrak Station look like after its \$14.2 million renovation?

From the inside, apparently, much the same as it looked before work began two years ago: shabby, worn-down, in need of a facelift.

On Sept. 26, workers outside the station were preparing the parking lot

and a new driveway to McGovern Avenue for paving. But inside, paint still peeled on the walls and plaster crumbled on the ceiling. Based on the dates scratched into the scarred wooden benches, they have not been refinished since at least 1987. And fans blew the humid air around in the concourse, which did not get the air conditioning newly installed in other parts of the 82-year-old station.

James Cowhey, the Lancaster County Planning Commission chairman, said interior refinishing — the areas most seen by the public — were left out of the specifications for the renovation project. And so a new study of the station is being launched, in part to list the things that still need to be fixed. When the current project is completed in five or six months, passengers at the Amtrak station will see an increase of about 60 parking spaces, new railings, lights and paint on the track-side platforms, a new coffee shop inside the station and new sheltered areas for inner-city and local transit buses. Less-visible improvements include a new roof, new heating and air conditioning systems and working areas for Amtrak employees. Much of that work already has been completed.

Yet the peeling paint will still be there, Cowhey acknowledged to members of the Lancaster County Transportation Coordinating Committee. The multi-agency panel approves funding for county transportation projects. "I think everyone has done the best they can with the original designs," said Cowhey. He noted that the renovation had been more than 10 years in the planning and was in response to decades of deferred maintenance.

Problems were found as work progressed. Some of them, such as damage to the ceiling plaster, became worse as the renovation was done. The building's leaking roof was replaced, but the extensive water damage causes continued deterioration, he said.

Cowhey announced that a new study of the station is being launched. Part of that study, by consultant Michael Baker Associates, will list the "capstone" items that will remain unfinished when the current project is complete. The Baker study also will include a master plan for the station which will consider such issues as parking needs and how the station fits into redevelopment of the surrounding area.

The initial low bids for the renovation work were \$8.3 million. That number quickly grew to \$12 million. After Amtrak tripled its fee for work that its employees did on the building, costs soared to \$14.2 million. It was scheduled to have been completed by spring 2011. It now appears to be about a year behind schedule.

Cowhey said the "capstone" items will include painting, plaster work, refinishing the benches, polishing brass, installing outside bike racks and air conditioning for the concourse area. He anticipated that work on those items could begin five to six months after the current renovation is complete. The work would be renewed on a new contract, with more favorable terms for the county, after the dust has settled on the existing work and it is determined how much money remains, Commissioner Scott Martin, the county Transportation Coordinating Committee chairman, said.

Cowhey said he expected the secondary project to cost between \$800,000 and \$900,000. About \$600,000 of that cost would be the work itself and the remainder likely would be planning and design, he said. Martin noted the contracts for the current project were signed before the current commissioner board took office.

"We all have some disappointment, but we can only control things going forward," Martin said. *[Edited article by Bernard Harris, Staff Writer - Intelligencer Journal, Lancaster New Era - Sept. 26, 2011]*

THIS MONTH'S BANNER PHOTO



A very festive Strasburg Rail Road Christmas - complete with a Christmas Tree atop the water tank! To all Chapter Members, Friends and E-mail Readers, we wish you a Very Merry Christmas and a Happy, Healthy and Prosperous New Year from Pennsylvania Dutch "Amish Country."

CHAPTER SENIORITY LIST

Traditionally, railroads recognize an employee's years of service milestones. The National Railway Historical Society also honors this tradition. At the Annual Chapter Banquet on November 18, 2011, Lancaster Chapter First Vice President Ron Irwin awarded service pins to the following Chapter Members, who have achieved a significant membership milestone.

25 YEARS

Mary Virginia Abendschein
(widow of Frederic H. Abendschein)

Robert C. Miller, Jr.

Harold E. Weinhold

Congratulations and sincere thanks for your many years of dedicated service.

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



PHOTO BY DICK JOHNSON

ALL NRHS MEMBERSHIPS EXPIRE ON DECEMBER 31ST UNLESS RENEWED FOR 2012. IF YOU HAVE ALREADY SENT IN YOUR 2012 RENEWAL, WE THANK YOU FOR YOUR CONTINUED SUPPORT OF THE LANCASTER CHAPTER AND ITS PROGRAMS. IF YOU HAVE NOT RENEWED, HOWEVER, PLEASE DO SO NOW.

YES, VIRGINIA, THERE IS A SANTA CLAUS - THE STORY



VIRGINIA O'HANLON

In 1897, Dr. Philip O'Hanlon, a coroner's assistant on Manhattan's Upper West Side, was asked by his then eight-year-old daughter, Virginia O'Hanlon (1889-1971), whether Santa Claus really existed. Virginia had begun to doubt there was a Santa Claus, because her friends had told her that he did not exist.

Dr. O'Hanlon suggested she write to *The Sun*, a prominent New York City newspaper at the time, assuring her that "If you see it in *The Sun*, it's so." He unwittingly gave one of the paper's editors, Francis Pharcellus Church (1839-1906), an opportunity to rise above the simple question, and address the philosophical issues behind it.



FRANCIS PHARCELLUS CHURCH

Church was a war correspondent during the American Civil War, a time which saw great suffering and a corresponding lack of hope and faith in much of society. Although the paper ran the editorial in the seventh place on the editorial page, below even an editorial on the newly invented "chainless bicycle", its message was very moving to many people who read it. More than a century later it remains the most reprinted editorial ever to run in any newspaper in the English language. [Wikipedia.org]

Make this a Safe and Happy Holiday Season!



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CHRISTMAS HOLIDAY **OPEN HOUSE WEEKEND**



Christiana Freight Station, December 17 - 18, 2011

LANCASTER CHAPTER, N.R.H.S., WILL HAVE A SALES TABLE FOR THE OPEN HOUSE WEEKEND

DAILY SCHEDULE

SATURDAY, DECEMBER 17 - 3:00 PM TO 8:00 PM

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

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

Hay Rides starting at 5:00 PM

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

Popcorn - Hot Dogs - Snacks - Drinks will be available

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

Hay Rides Around Town Sponsored by the Christiana Lions Club

SUNDAY, DECEMBER 18 - 1:00 PM TO 5:00 PM

Freight Station Decorated for Christmas - Train Displays

Popcorn - Snacks - Drinks will be available

Lancaster Chapter, NRHS Sales Table - Purchase Last Minute Gifts

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

Please Bring Cookies/Snacks or a Covered Dish to Share

Chapter will provide Plates and Drinks



NS TRAIN 36A APPROACHES THE JUNCTION WITH THE SHELLPOT SECONDARY AT RAGAN INTERLOCKING ON THE NORTHEAST CORRIDOR - PHOTO BY MICHAEL S. MURRAY



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES



DECEMBER, 2011

DECEMBER 1, 2011 - THURSDAY EVENING, 7:00 PM - CHRISTIANA FREIGHT STATION CHRISTMAS DECORATING

Decorate the Freight Station and Christmas Tree for the Holiday Open House. Bring your favorite Train Ornament to hang on the tree.

DECEMBER 11, 2011 - SUNDAY, 9:00 AM - CHAPTER TRIP DEPARTS TRAVEL TIME OFFICE IN LANCASTER, PA.

Lancaster Chapter Winter Trip to Baltimore, Maryland to visit the B&O Railroad Museum, Inner Harbor and the screening of the IMAX movie, *Rocky Mountain Express* at the Maryland Science Center. Contact Ron Irwin at 717-299-6405 for tickets - \$54.00 per person.

DECEMBER 17, 2011 - SATURDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - HOLIDAY OPEN HOUSE

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

DECEMBER 18, 2011 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION >>> TIMES HAVE BEEN REVISED <<<

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

Doors open at 1:00 PM. Regular Chapter Membership Meeting at 5:00 PM, with our Annual Chapter Christmas Party at 5:30 PM. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit! *The times have been revised to give all chapter members the opportunity to enjoy the Membership Meeting and Annual Christmas Party.*

JANUARY, 2012 - NOTE THE CHANGE FROM MONDAY TO SUNDAY

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

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

FEBRUARY, 2012

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

NOTE THE MEMBERSHIP MEETING CHANGE FROM MONDAY TO SUNDAY

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

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

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 AND ANNUAL CHRISTMAS PARTY OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON **SUNDAY EVENING, DECEMBER 18, 2011, STARTING AT 5:00 P.M.**

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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