

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 45 NUMBER 3

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

MARCH 2014

HOW TO SQUEEZE 1,200 TRAINS A DAY INTO AMERICA'S BUSIEST TRANSIT HUB

BY MIKE FRASSINELLI - THE STAR-LEDGER (NEWARK, NEW JERSEY)



A YARD MASTER FOR AMTRAK, CENTER, WORKS WITH DISPATCHERS AND CONSOLE OPERATORS AT THE CONTROL CENTER FOR NEW YORK PENN STATION - ROBERT SCIARRINO, THE STAR-LEDGER



A YARD MASTER FOR AMTRAK WORKS THE PHONE AT THE CONTROL CENTER FOR NEW YORK PENN STATION - ROBERT SCIARRINO, THE STAR-LEDGER

NEW YORK — It's the morning rush on the first day of a new week, and New York Penn Station's controlled chaos is in full rant as tens of thousands of commuters hurtle toward the workday. Inside the Penn Station Central Control center, dispatchers stare at the 75-foot-wide screen showing movements of trains from the Philadelphia outskirts to Long Island and try once more to do the improbable: Funnel 1,200 trains a day through century-old tunnels into a maze-like station that has subways down below and is corked by Madison Square Garden. "This ballet takes place every day," said Drew Galloway, chief of Northeast Corridor planning and performance for Amtrak, which owns the station and rents to NJ Transit.

Two blocks west of Penn Station, there is a small world that commuters never see. It's lit up with a 10-foot-tall display board in the primary colors of red, green and blue, plus yellow and orange, to signify train movements and tracks. It's inhabited by rows of dispatchers, whose eyes are constantly focused on the board, dealing with external factors that can produce some of the worst commuter entanglements in the world. You wouldn't know it by looking at the dispatchers, so unfazed they seem as if they are checking out books at the library instead of routing trains through North America's busiest transit hub.

"We pay them to be calm and to handle whatever needs to be handled," said Phil Kaplan, assistant superintendent of operations for the Northeast Corridor in New York, a burly, straight-talking supervisor who has been there 37 years.

"It wouldn't survive if it was chaos, it just wouldn't," added Galloway, an Ocean County resident who helped Louisiana, Mississippi and Alabama redevelop rail services within the Gulf States corridors and has more than 35 years in the rail industry.

The dispatchers are the St. Peters of the tracks — gatekeepers who decide whether your train can enter Manhattan, in a jigsaw puzzle of a transit hub that handles 650,000 people a day — twice as busy as America's most-used airport in Atlanta and busier than Newark, LaGuardia and JFK airports combined.

Every day, these train station equivalents of air traffic controllers try to figure out how to fit 5 pounds of potatoes into a 3-pound sack.

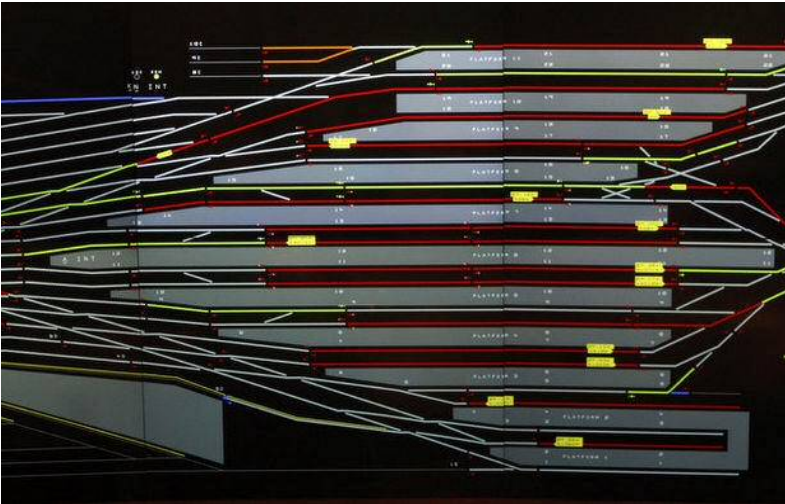
Amtrak let *The Star-Ledger* visit the control center in Midtown Manhattan during the Monday morning rush. The display board shows a system of tracks that crisscross like spaghetti and crawl into a station that was never expected to have so many passengers. One incident — a tree falling onto a transmission wire in New Brunswick or the century-old Portal Bridge failing to close in Kearny — can have a

domino effect that turns your commute into a horror. During the visit to the control center, it became apparent why New Jersey passengers at Penn Station cannot count on their train arriving at the same track every day.

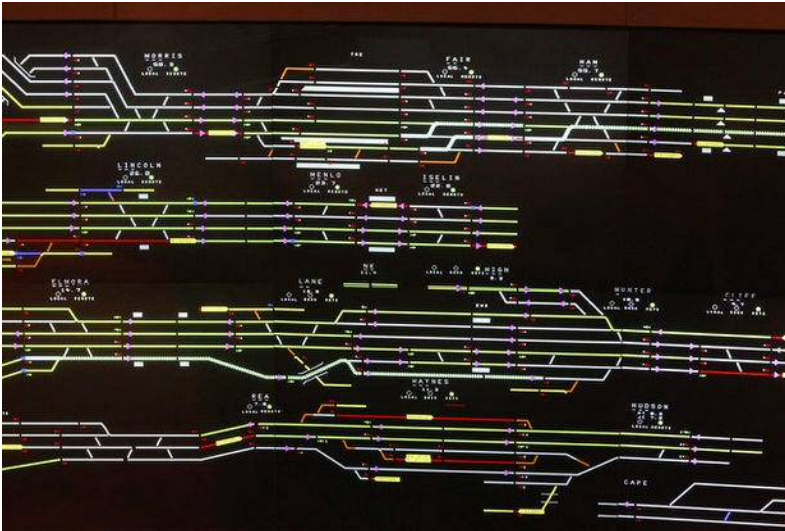
THE STAMPEDE

One of the most maddening parts of waiting for a train at the station is the cattle call that ensues when a train gate assignment is listed. But unlike, say, Newark Penn Station, where you can always count on a train to the city arriving on Track 1, at New York Penn Station you get the train where the track is available.

"They have a program — it's a guide — but there are so many variables down here it just takes one thing to happen, and there goes the apple cart,"



A SECTION OF THE 70 BY 10 FOOT OVERHEAD DISPLAY BOARD SHOWS THE PLATFORMS AT PENN STATION
ROBERT SCIARRINO, THE STAR-LEDGER



A SECTION OF THE 70 BY 10 FOOT OVERHEAD DISPLAY BOARD SHOWS SOME OF THE MANY RAIL LINES
THAT LEAD TO PENN STATION - ROBERT SCIARRINO, THE STAR-LEDGER



CONSOLE OPERATORS MAN THE CONTROL CENTER FOR NEW YORK PENN STATION, THE BUSIEST TRANSIT
HUB IN NORTH AMERICA - ROBERT SCIARRINO, THE STAR-LEDGER

said Dennis Hamby, Amtrak's superintendent of operations for the Northeast Corridor in New York. "Next thing you know, you're putting (trains) wherever you can."

On the big overhead display board at the control center, a red line signifies that a train is occupying a track at New York Penn Station and a green line signifies that a route is being requested. Moving yellow rectangles signify the trains. Three hours into the morning rush, the display board still has more red than a matador's convention.

"It's all filled," Galloway said. "You'll see that from 7 in the morning until 10 in the morning and from 4 in the afternoon until 7 at night." Penn Station has 21 tracks that shoehorn trains into the station from four tunnels under the East River and two under the Hudson River. Amtrak is hoping to build two additional tubes from Secaucus to the south side of an expanded New York Penn Station by 2025. It would be called the "Gateway Tunnel," an alternative to NJ Transit's ARC tunnel terminated three years ago by Gov. Chris Christie. The Gateway Tunnel would allow 13 more NJ Transit trains during peak hours — for a total of 33 — and eight additional Amtrak trains.

NJ Transit now operates 332 trains into and out of New York Penn Station each weekday — nearly half of NJ Transit's 697 trains a day, agency spokesman John Durso Jr. said. During peak hours, he said, an NJ Transit train enters New York Penn Station every 150 seconds.

While long-term funding for the Gateway Tunnel has not been found, other work being done on Amtrak's Northeast Corridor rail line between New Brunswick and Trenton will improve the Depression-era signals and the overhead electrical wires that power the trains, allowing more capacity on the line.

The upgrades are expected to allow train speeds of 160 mph — up from 135 mph now — while increasing reliability on a rail line where commuters have seen numerous delays caused by sagging or downed wires.

"You're going to go from two or three trains an hour, in some respects, to 10 or 12 trains an hour," Galloway said.

Back at the control center, the display board is showing green, signifying two open slots inside Penn Station. "That won't stay for long," Galloway said, and soon after he said it, the board went red again.

Twice during the previous week, the East River tunnels were shut down for the entire morning rush. The board had a big blue line, meaning the tracks were blocked.

STRANDED FOR 3 HOURS

Kaplan can only recall one time where passengers had to be rescued from a train inside a tunnel. During a scary event on NJ Transit trains following a power outage two years ago, about 1,500 people were stranded for up to three hours on the last day of the summer, leading to the installation of fans in the tunnel and other safeguards.

But nothing could compare with Hurricane Sandy 13 months ago, when water from Long Island City infiltrated the East River tunnels. "During Sandy we shut down; I had bodies here with nothing to do basically, because we weren't running," Kaplan said. Amtrak and the Long Island Rail Road share the control center; NJ Transit has one of its own in Kearny. All three agencies have

designated sections inside Penn Station. Somehow, despite the mass of trains and humanity to move, the system usually works, racking up a more than 90-percent overall on-time performance.

Now it's 9:30 a.m. on the first day of the workweek.

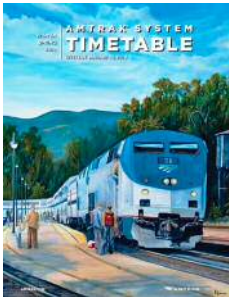
The morning hasn't been without its problems. On the Jersey side, Montclair Line service was subject to delays of up to a half-hour in both directions due to "overhead wire problems" and Gladstone Line service was subject to delays of up to 15 minutes in both directions due to "signal problems." But it has largely been a quiet morning. Not that you could tell the difference from the poker-face dispatchers. Another morning miracle has come and gone.

"We just went through a rush hour here," Kaplan said. "Seamless."



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



NEW AMTRAK LOCOMOTIVES READY FOR SERVICE AND SET TO POWER NORTHEAST ECONOMY

Advanced technology keeps region connected and on the move; New era of mobility begins Feb. 7

WASHINGTON - Feb. 6, 2014 - When Amtrak Northeast Regional #171 departs Boston on Feb. 7, a new era of mobility will begin as the first of 70 new advanced technology electric locomotives enters revenue service. The modern equipment provides more reliable and efficient service for passengers, and will power the Northeast region's economic growth and continued prosperity.



**AMTRAK ACS-64 No. 600 ON TRAIN No. 171 AT NIANTIC, CONN., FEB. 7, 2014
PHOTO BY THOMAS J. NANOS**

“Amtrak is integral to the daily life of the Northeast and the new locomotives will keep the people and businesses of the region connected and on the move,” said Amtrak President and CEO Joe Boardman. “New equipment ensures Amtrak can deliver the reliable service the region depends on and supports the growth of the region as America’s economic powerhouse.”

“Beyond improved reliability of service, the new locomotives represent a prudent business decision to invest in the future of the Northeast region and better position Amtrak to support ridership growth in the coming years,” said Amtrak Chairman Tony Coscia.

The new locomotives will serve as the strong workhorses of Amtrak Northeast Corridor operations, power all Northeast Regional and long-distance trains between Washington, New York and Boston, and match existing trip-times at speeds up to 125 mph. Eventually, they also will operate on the Keystone Service between New York, Philadelphia and Harrisburg, Pa.

The Siemens-built electric locomotives, known as the Amtrak Cities Sprinter, are being assembled at its solar-powered rail manufacturing plant in Sacramento, Calif. The equipment includes parts built from Siemens plants in Norwood, Ohio, Alpharetta, Ga., and Richland, Miss., and nearly 70 other suppliers, representing more than 60 cities and 23 states.

“We are extremely proud to serve as a rail technology partner for Amtrak,” said Michael Cahill, President of Siemens Rail Systems in the U.S. “Through our teamwork with Amtrak, we’re not only delivering improved performance, we’re boosting American manufacturing. Our innovation, expertise and proven technology are helping transportation operators across the country keep the economy moving.”

The new locomotives are designed for improved reliability and easier maintenance leading to faster turn-around times and increased availability for service. A state-of-the-art microprocessor system performs self-diagnosis of technical issues, takes self-corrective action and notifies the locomotive engineer. In addition, there are redundant systems to ensure power is maintained to the passenger cars to keep heating and cooling systems working, the lights on and the doors operational. The locomotives also meet the latest federal rail safety regulations, including crash energy management components.

Furthermore, the locomotives are energy efficient and use a regenerative braking system to feed energy back into the power grid. Together, the 70 locomotives could save over 3 billion kilowatt hours of energy and could result in more than \$300 million in savings over 20 years.

The new locomotives will replace older equipment that have between 25 and 35 years of service and average mileage of more than 3.5 million miles traveled with some approaching 4.5 million miles. Amtrak expects to have several more new locomotives enter revenue service in the coming weeks and then will receive monthly delivery of the remaining units through 2015.

Amtrak is a vital player in the Northeast economy and transportation system, connecting major business, financial, political, cultural, medical and educational centers. Today, Amtrak carries three passengers for every one airline passenger between Washington and New York, and moves more passengers between New York and Boston than all the airlines combined.

[Amtrak]

AMTRAK TO CUT ON-BOARD AMENITIES

CHICAGO - Feb. 7, 2014 - At a meeting in late January, Amtrak’s long-distance route directors uniformly decided to drop certain first-class and dining car amenities from all overnight trains, except the Auto Train. The move, outlined in a memo issued Jan. 28, is one of the first initiatives to directly affect the on-board product under a revamped corporate structure that divides services into Northeast Corridor, state-supported, and long-distance operating units.

Although effective dates vary in accordance with vendor contract expirations, the following amenities are to be discontinued:

- > Cranberry juice in sleeping cars (Feb. 8)
- > Flowers and vases on dining car tables (Feb. 15)
- > Newspapers in sleeping cars (date depends upon vendor)
- > Wine and cheese tastings, Astor chocolate squares, and complimentary champagne or non-alcoholic cider for Coast Starlight and Empire Builder sleeping car passengers (effective March 31)
- > Pre-departure Lake Shore Limited wine and cheese reception at Chicago for sleeping car passengers (March 31)
- > Coast Starlight and Empire Builder sleeper amenity kits (May 31)

Through its nearly 43-year history, Amtrak has periodically added or dropped first class amenities to alternately grow premium ticket revenue by providing a better product or attempt to mollify Congressional micro

managers by demonstrably cutting costs. Food service downgrades in 1982 and 2002 hurt Amtrak's ability to charge higher fares, so those knee-jerk responses to critics were subsequently reversed, but president Joe Boardman has nevertheless promised to eliminate food losses in five years.

Amtrak spokesman Marc Magliari tells Trains News Wire, however, that the decision to cut amenities came from the route directors in Chicago, not a corporate directive from Washington, though the company "has made promises to stakeholders that we would continue to reduce costs."

He adds, "The route directors felt these changes would have a minimal impact on passenger revenue while reducing some confusion in passengers expectations between riding the Coast Starlight or Empire Builder and other long-distance service. Like a hotel, we would still provide travel kits to passengers that need them."

The enhanced amenity packages on the Starlight and Builder were implemented to build revenue-per-passenger. Meanwhile, the North Dakota oil boom has fueled the Empire Builder's revenue and ridership, but chronic timekeeping issues over the past six months threaten to weaken its performance. Thus, the lack of the extra amenities and wine tasting may be just enough to discourage customers who might be asked to pay over \$1,000 for a peak season bedroom.

According to Magliari, there are no plans to stop running the Coast Starlight's aging Pacific Parlour Cars, yet the wine tastings have clearly helped drive sleeping car occupancy and pricing for rooms that might otherwise be unoccupied on the all-day trip between Los Angeles and the San Francisco Bay Area.

Under the direction of now-retired head of customer service Brian Rosenwald, Amtrak has succeeded in building a unique product on these two trains, so it remains to be seen if heavy demand and premium revenue can be sustained in spite of the cuts. *[Trains News Wire]*



TOM HOWARD NAMED AMTRAK INSPECTOR GENERAL

WASHINGTON - Feb. 7, 2014 - Amtrak has a new inspector general. The board of directors has appointed Deputy Inspector Tom Howard as inspector general, effective immediately.

Howard brings to Amtrak 36 years of experience in the federal accountability community, including eight years as deputy inspector general at NASA, where he assisted the Inspector General (IG) in leading the office's diverse audit and investigative programs. While at NASA, he also served as the Acting Inspector General for 7 months.

From 1998 to 2002, Howard served as deputy assistant inspector general for maritime and surface safety issues at the Department of Transportation. As a senior executive, he provided leadership for the office's audit oversight of all Coast Guard and Maritime Administration activities, motor carrier and vehicle safety programs, and multibillion-dollar highway and transit infrastructure projects. *[Edited from Trains News Wire]*

AMTRAK AND CALIFORNIA REQUEST BIDS FOR HIGH-SPEED TRAINSETS

WASHINGTON - Jan. 24, 2014 - Amtrak and the California High-Speed Rail Authority (Authority) today issued a request for proposals to build modern, state-of-the-art high-speed trainsets. The trainsets are essential to meeting Amtrak's critical short-term need to expand the capacity of its current Northeast Corridor (NEC) high-speed service and meeting the long-term operational needs of both Amtrak and the Authority.

Amtrak is seeking up to 28 high-speed trainsets, each with between 400 and 450 seats, which can meet or exceed current Acela Express trip-times on the existing NEC infrastructure between Washington, New York and Boston. The Authority is seeking an initial order of 15 trainsets which will have a minimum of 450 seats that can meet its planned trip-time requirements for service from the San Francisco Bay Area to Los Angeles on what will be largely brand new infrastructure.

A goal of the procurement is to identify whether established high-speed rail equipment manufacturers have service-proven designs that can meet both the short-term needs of Amtrak and the long-term operational needs of the Authority and Amtrak with little or no modification. It is also hoped that the joint procurement of equipment with a large degree of commonality will result in lower unit acquisition and life cycle costs for both Amtrak and the Authority, while helping expand the U.S. role in high-speed rail equipment manufacturing.

"With packed trains and increasing demand, the need to expand the capacity of Amtrak's high-speed service cannot be overstated," said Amtrak President and CEO Joe Boardman. "It is absolutely critical that we get more high-speed trains as soon as possible to provide more service and meet the growing mobility and economic needs of the Northeast region."

The Authority requires operation at speeds of a minimum of 200 mph which is similar to what Amtrak expects it will need to realize its Vision for High-Speed Rail on the NEC. Initially, Amtrak intends to operate at peak speeds of 160 mph because that is the expected maximum allowable speed permitted by the NEC infrastructure at the time these trainsets are delivered.

Only current manufacturers of high-speed rail equipment, which the partners define as manufacturers with equipment in commercial operation at speeds of at least 160 mph (257 kph) for at least two years, will be eligible to submit a bid. Proposals are due May 17 and it is expected that a builder will be selected by the end of 2014. *[Edited from Amtrak]*

BOARDMAN PUSHES FOR COMPREHENSIVE SURFACE TRANSPORTATION PROGRAM

The guiding principle of a new federal surface transportation investment program must focus on national priorities, connectivity and economic growth, Amtrak President and CEO Joe Boardman said during a speech January 10 at the National Press Club.

"The Highway Trust Fund is dead. We need to be thinking about how to replace it with a surface transportation program for the 21st Century," he stated.

Boardman noted the current authorization for surface transportation programs, a two-year stopgap law known as MAP-21, expires on Sept. 30 of this year, providing an opportunity to create a new framework for federal transportation investment. Boardman said the notion of a highway program must be replaced with a new, balanced Transportation Trust Fund for projects that are truly national in scope and responsibility and generate policy outcomes the nation needs.

He explained that a balanced program can provide investment in any surface mode, including highway, transit and rail (both passenger and freight) and would unshackle transportation planners, system users and other decisions makers from chasing mode-restricted dollars.

"A world-leading economy today requires a world-leading transportation system that strengthens the whole network and recognizes and supports the unique roles each mode plays in supporting interstate commerce," he said.

He stressed that every program, every investment must provide for national connectivity and the overarching objective of transportation policies and infrastructure investments must be America's economic future. He noted America is not making the investments needed for growth and improvement and is just barely keeping the existing system going.

"We are facing a real challenge and the bankruptcy of the Highway Trust Fund is just the tip of the iceberg. It won't be easy, but if we strive in good faith, we can find a way through to a solution that will give America what it needs," he said. *[Railway Track and Structures]*

AMTRAK'S JOE BOARDMAN, RAILROADER OF THE YEAR: "WE'RE CHANGING OUR DIRECTION, WE HAVE A STRATEGY."

Railway Age's January 2014 issue features an extensive, in-depth interview with the magazine's Railroader of the Year, Amtrak President and CEO Joseph H. Boardman. In a wide-ranging conversation with *Railway Age*

Editor-in-Chief William C. Vantuono, Boardman talks about his lifelong career in transportation, his tenure at Amtrak, and his views on not only the company's future, but on the importance of transportation to the U.S. economy and the nation's standing in the global economy.

"Joe Boardman is an individual of remarkable insight and passion," said Vantuono. "He cares deeply about Amtrak's customers and employees. His leadership style, quiet and unassuming yet at the same time strong and decisive, has contributed a great deal to Amtrak's success, in the face of many challenges."

Video highlights from the interview can be accessed on the Amtrak website at <http://www.youtube.com/watch?v=w-CAIPw9ueE&feature=youtu.be>

Highlights from Joe Boardman's Railroader of the Year interview with *Railway Age*:

- "Safety is the foundation for any transportation system, because if people don't trust the safety of our operation, our company, customers aren't going to flock to the trains. I also have a very important role in increasing revenues and reducing cost. Congress wants that; so does the public. They want to see a system that really produces efficiencies and provides a better service. Those are difficult things to do but they're not insurmountable, and we're seeing that today. We're buying equipment, we're increasing our revenues, we're increasing our ridership, we're changing our direction, we have a strategy."

- "We have an excellent relationship with the freight railroads. They go far beyond for us in many cases. We fight with them over on-time performance and we want to be running first like we're supposed to and all those kinds of things, but we've got good solid people at these freight railroads that understand our needs, that look at what we need to get done, what they need to get done, and work with us."

- "We in this nation have become so darn negative in tearing down institutions, whatever they are, and are so expert at it that we don't recognize that we need to stop. We need to join in common cause to move forward on the debt we owe to the future—our grandkids and beyond our grandkids, those who need to grow a global economy for this nation."

- "Highways, railroads, aviation, ports: The nation is not well-served by those who are lobbying and demanding for only one source, one piece of the infrastructure that needs to be rebuilt. You can add in the water systems, the sewer systems, the electric grid. . . . We need to build infrastructure to grow this nation and grow our economy. It's not just railroads—it's all infrastructure."

- "Railroads have not always worked well together. That's absolutely critical for us for the future, especially the passenger side, and passenger with freight as well, but it's a necessity for our nation to begin to find ways to work together, to find ways to advance what we know is going to be needed for the future."

Joe Boardman is *Railway Age's* 51st Railroader of the Year. He is the first Amtrak chief executive since the legendary W. Graham Claytor Jr. in 1989 to be named Railroader of the Year. Boardman will be honored on March 11, 2014, at Chicago's Union League Club. *[Edited from Railway Age]*



CSX SELLS 16 ACRES OF LAND FOR PLANNED PASSENGER SHORT LINE

The developer of the Buffalo Transportation/Pierce Arrow Museum wants to bring a short line, historic rail line to Buffalo that will play off of the city's transportation history.

James Sandoro, the region's top automotive history buff, has acquired 16 acres of land from CSX Railroad that will serve as the backdrop for his planned attraction. Sandoro paid \$275,000 for the land, according to documents filed in the Erie County Clerk's Office. The land, roughly one mile, runs from Michigan Avenue to Hamburg Street and between Exchange and Scott streets. Rail lines exist on the land.

Sandoro's vision is to create a Pierce Arrow-designed locomotive and rail cars that will take passengers from downtown Buffalo east to the Larkin

District. The trains will also go by Sandoro's museum. The trains would be built in an early 20th Century motif.

"I consider this an investment in the museum's future, but also an investment for Buffalo's tourism future," Sandoro said.

Sandoro estimates the new rail line and replica cars will cost at least \$1 million, but he hopes much of the materials will be donated.

"It's not going to happen tomorrow, but it will soon," Sandoro said.

A key attraction will be the replica locomotive that will have a Pierce Arrow-like fender, hood and radiator along with an early 20th Century cow catcher. The rail cars will also be designed in the same motif.

Sandoro said the ride is designed to help link downtown, the Canalside and Cobblestone districts with Larkintown.

"It is another piece of the downtown puzzle," Sandoro said. "Our train history is an obvious piece of the tourism puzzle. This fills in a missing component." *[James Fink - Buffalo Business First]*

CSX ASSISTS OYSTER REVITALIZATION PLAN IN MARYLAND

BALTIMORE - Tons of fossils from Florida may hold a key to reviving the local oyster population in the Chesapeake Bay.

"I'm holding fossilized oyster shells - these are about a million years old," says David O'Neill, vice president for conservation with The National Fish and Wildlife Foundation, which orchestrated a partnership with CSX to transport the shells from a Florida quarry to Maryland. While oysters used to be plentiful in the Chesapeake Bay, disease and over-harvesting decimated the oyster population, and the shells which provide a healthy habitat. Under the agreement, CSX will transport 112,500 tons of the fossilized shell by train - at cost - to Maryland.

Maryland Department of Natural Resources Secretary Joe Gill says the shells will be put to good use. "They have been transported from Florida. They will now move from barge to Harris Creek, the site of a 377-acre sanctuary, where we are undertaking the largest oyster restoration project on the east coast ever done before," says Gill. *[Edited from Neil Augenstein - WTOP, Washington, DC]*



COMMUNITIES AND COASTAL RIVER BENEFIT FROM NORFOLK SOUTHERN STORMWATER PROJECT

NORFOLK, VA. - Feb. 7, 2014 - Communities around Norfolk and the Elizabeth River, a tributary of the ecologically important Chesapeake Bay, have benefitted from Norfolk Southern's innovative stormwater management system at the railroad's Lamberts Point coal transload facility.

When it rains, the multimillion-dollar recycling system collects, filters, and treats stormwater from the 425-acre export coal facility. The water is reused to suppress dust and clean equipment at Pier 6, where oceangoing colliers are loaded with metallurgical and steam coal used to produce steel and electricity worldwide. In addition to enhancing the health of the river's ecosystem by reducing stormwater runoff, the project conserves water and lowers the company's water bill. Since the recycling system began operating in March 2013, the coal pier has reduced its use of municipal water by approximately 1.5 million gallons a month, annually saving about 18 million gallons.

The railroad's efforts have earned recognition from the Elizabeth River Project, a nonprofit conservation organization whose goal is to restore the river's water quality. The ERP in January presented Norfolk Southern with a 2013 "Sustained Distinguished Performance" award for the stormwater project, the second consecutive year the railroad has achieved the award. The railroad is a "Model Level" partner in the ERP's River Star Business program, the highest level for businesses.

Norfolk Southern constructed stormwater retention ponds at the Lamberts Point facility in 2000. The latest upgrade, an approximately \$5-million investment, added a 10,000-gallon holding tank, a "Hydroclone" filtration system to remove fine coal particles, and a carbon and ultraviolet light

treatment system that neutralizes microorganisms and other potential pollutants. The water then is ready for use in the coal pier's operating processes.

"A lot of people think that big industry doesn't care about the environment until somebody forces their hand, but that has not been my experience at Norfolk Southern," said Ray Jones, director piers and facilities. Jones, a 33-year employee of the company, helped oversee the stormwater system upgrade. "Norfolk Southern has done many other projects across our 22-state system that show we do care about the environment and are taking care of the land and waterways around us."

To learn more about how Norfolk Southern contributes to a cleaner environment, a healthy economy, and safer communities, visit www.nssustainability.com. [Edited from Norfolk Southern Corp.]

SCHEDULES FOR ROANOKE PASSENGER SERVICE RELEASED

ROANOKE, Va. - Jan. 17, 2014 - Officials have released the proposed schedule for Roanoke-Washington passenger service, after Virginia Department of Rail and Public Transportation and NS signed a 29-page infrastructure funding agreement earlier this month.

There will be one daily round trip, leaving Roanoke at 6:19 a.m. and arriving in Washington at 11:20 a.m. The southbound train will depart Washington at 4:50 p.m. arrive in Roanoke at 9:55 p.m., the Roanoke Times reports. The train will travel up to 79 mph.

NS will upgrade its rail facilities at state expense, including new track, signals, and facilities on the former Norfolk & Western main line between Roanoke and Lynchburg. The new agreement gives designers the go-ahead to plan infrastructure in Roanoke, which must include a platform and facilities for maintenance and housing of the train overnight.

Construction is scheduled to begin in 2015, with Roanoke facilities complete in 2016. The passenger station will go somewhere between two pedestrian crossings: the Dr. Martin Luther King Jr. Memorial Bridge and Market Square Walkway, according to state officials. The state has agreed to pay the vast majority of infrastructure costs, a total of \$92.7 million.

The service is scheduled to begin operating in September 2017 at the latest. NS guarantees to give passenger trains operating rights on its line for 30 years. [Trains News Wire]

NORFOLK SOUTHERN OPENS TRANSFER TERMINAL IN CHESAPEAKE TO SERVE SHIPPERS OF DRY AND LIQUID BULK COMMODITIES

CHESAPEAKE, VA. - Jan. 31, 2014 - Norfolk Southern has opened a new Thoroughbred Bulk Transfer terminal in Chesapeake.

Thoroughbred Bulk Transfer (TBT) terminals are specialized facilities that allow customers to transfer a large array of commodities between rail cars and trucks. TBT terminals are owned by Norfolk Southern and operated by independent contractors that are industry experts in facilitating safe and efficient bulk transfer and distribution. The facilities allow customers without rail sidings to receive the benefits of rail economics and service quality.

Less than three miles from downtown Norfolk, Va., with convenient access to Interstates I-264 and I-464 at 1305 Atlantic Blvd., the Chesapeake TBT also enjoys close proximity to rail-serving yards on Norfolk Southern's high-density main line. The terminal can handle dry and liquid bulk food-grade commodities such as flour, sugar, grains, and plastic pellets, as well as aggregates, sand, and cement. It is located on 40 acres with seven acres of laydown area, with expansion capability to handle lumber, dimensional products and accommodate container stuffing.

The facility features 104 car spots, a certified truck scale, and is fully paved, fenced, and lighted. The Chesapeake TBT is strategically positioned to serve Hampton Roads-served markets as well as markets overseas with its close proximity to nearby container terminals.

Norfolk Southern has a network of 32 TBT facilities in 17 states. The new Chesapeake terminal is operated under license by RSI Leasing Inc. More

information on Norfolk Southern's transload network is available at www.nscorp.com/distributionservices. [Norfolk Southern Corp.]

NORFOLK SOUTHERN DEBUTS NMRA COMMEMORATIVE LOCOMOTIVE



ALTOONA, Pa. - Feb. 3, 2014 - Norfolk Southern has released a specially decorated locomotive, SD40-2 No. 3215, commemorating the upcoming National Model Railroad Association convention in Cleveland, Ohio. The locomotive is a former Southern Railway unit recently rebuilt with an "admiral cab" and low short hood.

According to Jerry Krueger, convention co-chairman, this is the first time NS has worked with the NMRA on a special paint scheme. The logo, a vinyl decal supplied by the convention committee of the local NMRA divisions hosting the event, will appear on the locomotive at least through the end of the convention.



NS 3215 AT ALTOONA ON JANUARY 30, 2014
PHOTO BY JERRY KRUEGER

Convention organizers hope to have the locomotive on display

during the convention, Krueger says.

Krueger, along with Jeff Mitchell, convention publicity coordinator, and Chuck Klein, convention co-chairman, traveled to Altoona to photograph the locomotive as it was rolled out of the paint shop on Jan. 30.

For more information the convention, to be held July 13-19, go to www.2014cleveland.org. [Trains News Wire]

NS TRAIN DERAILS IN PENNSYLVANIA, SPILLS CRUDE OIL

PITTSBURGH - Feb. 14, 2014 - A Norfolk Southern train carrying Canadian crude oil derailed in Vandergrift, about 25 miles east of Pittsburgh, on the morning of Feb. 13. The train struck a building near the tracks, which was subsequently evacuated. Of the 21 cars that derailed, four carrying crude oil spilled their contents.

Railroad spokesman David Pidgeon tells *Trains News Wire* that, as of 11 a.m. Friday, 16 of the 21 derailed cars have been moved to the side of the track and one car removed from the scene after it was re-railed. The railroad and its contractors also removed the car that struck the building belonging to MSI Corp.

NS estimates that between 3,500 and 4,500 gallons of heavy crude oil of a viscous nature leaked from four tank cars after the derailment, mostly onto a parking lot.

Pidgeon says the company is "focusing on restoring 1,250 feet of track damaged from the derailment and plans to resume safe train operations by [Saturday] afternoon."

Vandergrift is located on the Conemaugh Line, which runs between Conpit Junction near New Florence and downtown Pittsburgh following the Conemaugh River. It runs generally parallel to the Pittsburgh Line, which is further south. [Trains News Wire]



READING AND NORTHERN INCREASES CARLOADS IN 2013

The Reading, Blue Mountain and Northern Railroad Co. (RBMN) registered the most successful year in its 30-year history in 2013.

The short line grew its carload business more than 14 percent and increased its total traffic — including export coal volumes — almost 9

percent compared with 2012 figures. The gain far outpaced other short lines and regionals last year, which averaged about 5 percent growth, RBMN officials said in a press release.

Although the anthracite coal export market was weak in 2013, the railroad posted double-digit gains in domestic coal movements and merchandise traffic, which includes woodpulp, paper, metals, food products, plastics and frac sand for Marcellus Shale drilling.

"RBMN was aggressive in industrial development in 2013 with two new rail terminals opened to handle inbound metals for local customers. These new facilities took significant truck traffic off the roads and helped support the local industries depending on this business," RBMN officials said.

The railroad also partnered with a terminal on the Ohio River to increase the movement of anthracite coal by barges.

RBMN currently is working on at least four industrial development site searches along its lines and recently rehabilitated rail infrastructure to provide service to an expanding Cambridge Lee manufacturing facility in Leesport, which employs approximately 400 people in Berks County.

Overall, the R&N serves 41 on line customers that provide jobs for more than 8,000 people. "Our railroad gets high marks for customer service because we run a scheduled railroad," says Muller. "We provide each customer with a two-hour service window, and in 2013 our on time performance was 98%."

In 2013, the R&N embarked on an "unprecedented" capital expenditure program. "Our philosophy is to buy when other people are selling," says Muller. "We are doing very well and now is the perfect time to reinvest in our railroad."

"In 2013 we purchased and installed 35,000 ties," said R&N President Wayne Michel. "We also purchased four locomotives, 105 coal cars, a number of trucks and electric cars for our fleet, and a prime piece of industrial property near our headquarters for potential development. All of these purchases were made with future growth in mind."

Reading & Northern, with corporate headquarters in Port Clinton, is a privately held company serving major businesses in nine Eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill, and Wyoming). It also offers steam-powered passenger excursions. The railroad runs about 320 miles from Reading to Mehoopany and also operates a seven-mile line from Towanda to Monroeton in Bradford County. In 2012, the railroad entered into an agreement with CAN DO to purchase the rail assets of Humboldt Industrial Park in Hazleton, the region's largest rail-served industrial park. R&N, which currently employs more than 150, is scheduled to take over service to Humboldt in 2017, at the latest. *[Progressive Railroad and Railway Age Rail Group News]*



MARYLAND APPROVES CONTRACT FOR POSITIVE TRAIN CONTROL EQUIPMENT

BALTIMORE – The Maryland Board of Public Works has approved a \$13 million contract with Wabtec for installation positive train control equipment on MARC. The contract includes the installation of PTC hardware on 32 MARC locomotives, 30 cab cars, and maintenance of the equipment through 2017.

MARC Director John Hovatter says the agency intends to beat the congressional deadline of Dec. 31, 2015 for PTC installation. "We're all for it," Hovatter tells the Baltimore Sun. "Anything to make our trains safer for our passengers and for the railroad, that's what we want to do."

"Our goal here at MARC was to beat that deadline with the part that we had to take care of, and we're going to do that," Hovatter says. "What the railroads do, that's not up to us."

MARC operates commuter trains over two CSX routes: the Brunswick Line, linking Washington with Frederick, Md., and Martinsburg, W. Va., and the Camden Line from Baltimore to Washington. MARC also operates the Penn Line from Baltimore to Washington over Amtrak's Northeast Corridor.

CSX is years away from completing the work for PTC and tells the Federal Railroad Administration that it was not going to meet the 2015 deadline, according to Ken Lewis, director of positive train control for CSX. "We're rallying the resources to get it done. We just need one more resource, and that's time," Lewis says. He says CSX will begin field-testing software in a few months in the Carolinas. "We're going really as quickly as we can."

Amtrak has been implementing the technology for years. Its Advanced Civil Speed Enforcement System is already active on much of the NEC, and Amtrak says the entire corridor will be covered by ACSES by the 2015 deadline. *[Trains News Wire]*

NEW MARC PASSENGER CARS ARRIVING SOON

BALTIMORE - Feb. 5, 2014 - Starting later this month and continuing into early March, MARC will receive the first of 54 new commuter passenger cars being built by Bombardier Transportation. The cars are being constructed at the Bombardier assembly plant in Plattsburgh, N.Y.

The cars feature several amenities, including larger restrooms, four doors instead of two for exiting the train on high-level platforms, and Federal Railroad Administration recommended equipment for collision and safety survivability. Probably the most important amenity as far as commuters are concerned in today's age of electronic devices, there will be electrical outlets at each seat.

MARC says its first goal is to retire four remaining gallery cars used on the Brunswick Line. Once that is completed, the cars will be allocated to the Brunswick, Camden, and Penn lines as they arrive. *[Edited from Trains News Wire]*



MASSDOT CHOOSES KEOLIS TO OPERATE MBTA'S RAIL SERVICE

The Massachusetts Department of Transportation's board unanimously approved a new, eight-year contract with French rail company Keolis Commuter Services to take over operations of the T starting July 1.

The \$2.68 billion contract, which could total \$4.3 billion if two two-year extensions are added, would represent the largest transportation operating contract in the state's history, according to Boston-area news reports.

Keolis will replace the Massachusetts Bay Commuter Railroad Co. (MBCR), which has had a 10-year contract to operate the T. Massachusetts Bay Transportation Authority General Manager Beverly Scott recommended Keolis as the winning bidder.

"Keolis' proposal presents the best combination of technical quality and price, and is more advantageous to the MBTA," said MBTA General Manager Beverly Scott during a meeting authorizing the change. "Any delay in initiating mobilization activities could adversely impact the provisions of commuter rail services."

"Whoever doesn't get this will be very, very disappointed," Paul Regan executive director of the MBTA Advisory Board, told local media. Regan expressed some concern that the losing bidder might pursue litigation due to the contract's value.

Ron Hartman, executive vice president of Veolia Transportation, Inc., parent company of MBCR, expressed disappointment, saying, "We have been working on a proposal for more than two years," adding, "The result was few questions and little opportunity to discuss our proposal." Veolia Transportation in turn is part of Paris-based Transdev.

Keolis Commuter Services is part of Keolis, also based in Paris, and controlled by French National Railways (SNCF).

Keolis was the only bidder to challenge MBCR for the contract, and was the lower bidder, according to a report by *The Boston Globe*. *[Progressive Railroad and Railway Age Rail Group News]*





NJ TRANSIT APPROVES CONTRACT FOR DESIGN OF STORAGE YARD

NEWARK, N. J. – After Hurricane Sandy flooded NJ Transit yards in Kearny and Hoboken causing \$120 million in damage to equipment, the agency has fewer flood-proof storage facilities. The agency has alternate storage yards in Linden and Garwood to temporarily store trains, but now has approved design and engineering services for a permanent storage yard south of New Brunswick that will hold up to 120 cars.

The "safe haven" project involves reconfiguring and expanding County Yard near NJ Transit's Jersey Avenue Station on the Northeast Corridor into the adjacent Mile Run Yard, which is not in service. The \$7.64 million design and engineering consultant service contract went to Jacobs Engineering Group of Morristown.

"We did a temporary thing with the yards in Linden and Garwood, and County will be the permanent solution," NJ Transit Executive Director Jim Weinstein tells the Newark *Star-Ledger*. "The pretty significant difference there is that there will be a re-inspection facility at County Yard. It's not like you park your car by the side of the road and when the weather passes you start it up. By federal law it all has to be re-inspected before you can actually start running service again."

Sandy caused up to \$450 million in damage to the NJ Transit equipment, track, and stations. Weinstein says the agency has so far received \$100 million in insurance money, and expects to recover up to the maximum \$400 million limit in insurance. Of the 72 damaged locomotives, 55 have returned to service and 17 are awaiting repair, including nine dual-power locomotives, four electrics, and four diesels. Of 248 damaged cars, 226 have returned to service and 22 are awaiting repair, including 14 single-level and eight bi-level coaches. *[Trains News Wire]*



SEPTA MAY ACQUIRE DOUBLE DECK COMMUTER CARS

Things are looking up for regional rail.

In an attempt to increase passenger capacity, SEPTA is in the early stages of considering bi-level coaches. With an upstairs and a downstairs, these coaches could transport anywhere from 120 to 170 passengers. Most important to SEPTA, they would provide an efficient remedy to booming regional rail ridership. Silverliner Vs can seat 109 passengers.

Last year alone, SEPTA passengers took 36 million regional rail trips - a record high on the system that has seen 50 percent regional rail ridership growth in the last 15 years. Now, aided by Act 89 funding, SEPTA is looking to increase its capacity and better serve those customers. One way the authority plans to do so is to build up.

"The real elegant solution to dealing with capacity issues, the most efficient one is to utilize the infrastructure you have but go up in the air with the cars so you can increase seating," said Jeff Kneuppel, deputy general manager.

With more passengers, the regional rail network needs more seats. One option might be to add more cars to the trains that are already running, but that would require longer platforms that would only be used during rush hour. Plus, in areas like the section between Wayne Junction and Glenside stations, SEPTA has two tracks and more than 100 trains scheduled on each track during rush hour. Lengthening those trains could lead to traffic jams.

Instead, SEPTA is looking to bi-level coaches, similar to those New Jersey Transit (NJT) and Massachusetts Bay Transit Authority (MBTA) are already using. NJT's coaches carry between 120 to 140 passengers, and MBTA's cars carry up to about 170 passengers.

Clearance

One big question is: Will bi-level coaches fit on SEPTA's system?

"It's very challenging, and if you were to stand on the platform at Market East and look at a single-level train, you'd think to yourself, how are you going to get another level?" Kneuppel said.

SEPTA is conducting a clearance study, and while that study is not

complete, solutions to low clearance might include "slick design" of the coaches, moving the catenary wires or lowering portions of the track. Kneuppel said it does not appear that increasing clearances in this way would require very expensive projects.

Seating

At this point, SEPTA is looking to procure about 36 bi-level coaches. The authority has not decided on what seating arrangement it will go with though, so it is unclear how many additional seats the fleet will provide.

"We're looking to carry more [passengers] per car, but we don't want to go crazy with trying to cram people into cars," Kneuppel said.

Cost

SEPTA is assuming the coaches will cost somewhere between \$2.5 million and \$3 million per car. In comparison, the Silverliner Vs cost SEPTA an average of approximately \$2.3 million per vehicle, but the price has since gone up. Hyundai Rotem, which manufactured SEPTA's Silverliner Vs, is working on similar vehicles for the commuter rail system in Denver. That \$200 million contract for 50 vehicles puts the current average cost of a Silverliner V in the \$4 million range.

"It's a very efficient solution," Kneuppel said. "They are cheaper. They provide more seating, and you're not maintaining motors on everyone of the cars."

Electric locomotives

Procuring the bi-level coaches is slated for phase one of SEPTA's "Catching Up" plan, the capital improvement plan targeting the system's most pressing needs. Also in phase one, SEPTA plans to procure new electric locomotives, which will increase that fleet from eight to 12. The electric locomotives, along with SEPTA's 53 push-pull locomotives, are used to move passenger coaches throughout the system, and these new electric locomotives will replace SEPTA's current AEM-7 electric locomotives, built in 1987. Kneuppel said the new locomotives will be "a quantum leap forward from the AEM-7s."

If things go well, SEPTA may issue a proposal for the locomotives this year. Shortly after that, SEPTA would work on a proposal for the bi-level coaches.

In later phases of "Catching Up," SEPTA will procure new trolleys and Silverliner VIs.

"I know the issue has been around core infrastructure and existing things, but at the same time, people would be very critical of us if we weren't also... looking to do a certain portion of work in areas that would allow us to keep expanding ridership on the railroad," Kneuppel said. *[www.philly.com]*

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN MARCH

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

Mar. 27, 1911 - Severe thunderstorm with winds in excess of 70 MPH hits Northeast Philadelphia; PRR station at Tacony destroyed, and a wreck train proceeding to the scene is derailed.

Mar. 15, 1916 - Electrified lines of LIRR paralyzed for first time by combination of ice storm and high winds; whipsawing of ice coated transmission lines shatters insulators and creates short circuits; by 10:30 AM all service halted except between Penn Station and Jamaica; that service fails at 2:00 PM; all service restored by 4:30; one train stalled on Jamaica Bay trestle has to be rescued by steam locomotive; three others stranded in Flushing Meadows.

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

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

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

Mar. 1936 - PRSL establishes Fishing Bureau in Philadelphia to provide information and arrange boat charters.

Mar. 1941 - PRR establishes LCL-5 from Baltimore to Pittsburgh on overnight schedule.

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

Mar. 1, 1951 - USO lounge at Chicago Union Station, closed since 1947, reopens for Korean War traffic.

Mar. 28, 1956 - Explosion destroys four-story Tidewater Grain Company building at 3040 Market Street in Philadelphia; 3 killed, 84 injured; blast felt 35 miles away.

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

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

Mar. 1967 - PRR begins testing three different Automatic Car Identification systems at "SPRUCE" Tower near Tyrone; systems weigh coal trains from central Pennsylvania while in motion and calculate net weights and billing information.

Saturday, April 5, 2014

Delaware Train Show at the Nur Shrine Center, Route 13, New Castle, Del.

Saturday and Sunday, April 12-13, 2014

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

Thursday - Saturday, April 24-26, 2014

Eastern Division, TCA Meet at the York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: Debbie Geiser, 302-674-5797, debbie_geiser@verizon.net

Thursday - Sunday, April 24-27, 2014

NRHS Spring Conference, Advisory Council and Board of Directors' Meetings in Lewisburg, Pa. Hosted by the Central Pennsylvania Chapter.

Thursday - Sunday, May 1-4, 2014

Pennsylvania Railroad Technical & Historical Society Annual Meeting at the Radisson Penn-Harris Hotel in Camp Hill, Pa. Info: http://www.prrths.com/conventions/PRR_Annual.html

Saturday, May 3, 2014

"Vosburg Flyer" photo freight operating over the former Lackawanna Railroad's Bloomsburg branch to Taylor, then on the former Keyser Valley branch to the end of track at Cayuga (Scranton). Returning to Pittston Junction the train will run the former Lehigh Valley mainline to Vosburg tunnel near Tunkhannock, return to Coxtown and take the Mountain Cutoff to Laurel Run. At Laurel Run the route joins the former Central Railroad of New Jersey mainline to Crestwood and then return to Duryea. Sponsored by the Lackawanna & Wyoming Valley Chapter, N.R.H.S. Info: www.laurelinespecials.org

Thursday - Saturday, May 15-17, 2014

22nd National Trolley Meet by the East Penn Traction Club at the Pennsylvania Convention Center in center city Philadelphia Pa. Info: http://eastpenn.org/2015_meet_announcement.htm



Thursday - Sunday, May 29 to June 1, 2014

Streamliners at Spencer featuring classic cab units of the '30s through the '50s at the N.C. Transportation Museum in Spencer, N.C. Info: www.nctrans.org

Tuesday - Saturday, June 10-14, 2014

NRHS 2014 Annual Convention at Springdale, Arkansas.

Saturday and Sunday, June 21-22, 2014

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

Sunday - Saturday, July 13-19, 2014

NMRA National Convention and National Train Show in Cleveland, Ohio. Info: <http://www.2014cleveland.org/>

October, 2014 - Date to be determined

NRHS Fall Conference, hosted by the Tri-State Chapter, NRHS

Thursday - Saturday, Oct. 16-18, 2014

Eastern Division, TCA Meet at the York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: Debbie Geiser, 302-674-5797, debbie_geiser@verizon.net

Saturday, Oct. 25, 2014

Delaware Train Show at the Nur Shrine Center, Route 13, New Castle, Del.

Saturday and Sunday, Oct. 25-26, 2014

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

Saturday, Nov. 15, 2014

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

TIMETABLE 03-14

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

Saturday, March 8, 2014

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

Saturday, March 15, 2014

Twenty Eighth Annual Harrisburg Railroad Show & Collectors Market at the I. W. Abel Union Hall, (Steelworkers Union), 200 Gibson Street, Steelton, PA by the Harrisburg Chapter, NRHS.



Sunday, March 19, 2014

Atlantic Division, TCA Meet at Plumbers Union Hall, Philadelphia, PA. Info: Bob Lubonski, 856-608-9265, sas@scientificapparatus.com

Saturday and Sunday, March 22-23, 2014

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

Sunday, March 23, 2014

Stewartstown Railroad Station Museum Open House, 21 W. Pennsylvania Ave. (Route 851), Stewartstown, PA. 1:00 p.m. to 5:00 p.m. Admission to the station museum is free; donations are welcome. Info: visit www.stewartstownfriends.org or call 717-654-7530.

Friday - Sunday, March 28-30, 2014

Railroad Prototype Modelers Valley Forge Meet at the Desmond Great Valley Hotel & Conference Center in Malvern Pa. Info: <http://phillynmra.org/rpmmeet.html>



ROUTE 741 EAST, STRASBURG, PA
WWW.RRMUSEUMPA.ORG
717-687-8628

Saturday, March 8, 2014 - Read Across America Day

Sunday, March 9, 2014 - Charter Day

Saturday April 26 opening through December 31, 2014 - Exhibit: A First Class Restaurant on Wheels -- The Story of the Railroad Dining Car

Saturday & Sunday, May 10-11, 2014 - National Train Day

>>> *At this time, neither Pennsy Days nor Conrail Days are listed* <<<

NORFOLK SOUTHERN GIVES \$20,000 GRANT TO RAILROAD MUSEUM OF PENNSYLVANIA FOR ONLINE SEARCH SYSTEM

STRASBURG, Pa. – The Railroad Museum of Pennsylvania will use a \$20,000 grant from the Norfolk Southern Foundation to further develop an online search system for its library and archives and to continue digitizing images and paper items.

The museum houses 3,500 cubic feet of records, books, manuscripts, maps, and other paper items dating back to 1830, as well as 500,000 images in a variety of formats, including the H.L. Broadbelt collection of Baldwin Locomotive Works builder's photographs. Museum staff and volunteers have been working for more than 10 years to catalog the items, with 4,100 hours devoted to the task during 2013. About 12 percent of the museum's images have been digitized so far, and about 225,000 paper items have been cataloged.

"In years gone by, one had to physically come to the museum to do the research, and it would have been a painstaking process," museum director Charles Fox tells the *Lancaster Intelligencer-Journal*. "Now you can actually search from the comfort of your own home on the Internet and go through the hundreds of thousands of digital images."

Fox says the museum is grateful to Norfolk Southern for the grant. "The railroad community itself clearly sees the importance of these efforts," he tells the newspaper. "We're glad for their support." [Trains News Wire]



STRASBURG RAIL ROAD
SPECIAL EVENTS
WWW.STRASBURGRAILROAD.COM
1-866-725-9666

Monday-Friday, March 10-28, 2014 - LO&S Motor Car

Saturday, April 5, 12, 26, 2014 - Wine & Cheese Train

Saturday, April 5, 12, 26, 2014 - Murder Mystery Dinner Train - 6:00 pm

Sunday, April 6, 2014 - Great Train Robbery Train

Friday-Sunday, April 18-20, 2014 - Easter Bunny Train

Saturday, May 3, 2014 - The Chocolate Express - 6:00 pm

Saturday, May 3, 10, 17, 24, 31, 2014 - Wine & Cheese Train

Saturday, May 10, 24, 31, 2014 - Murder Mystery Dinner Train - 6:00 pm

Sunday, May 25, 2014 - Flavors of Lancaster County - 6:00 pm

SIX NEW DINING EVENTS ANNOUNCED

Be one of the first to experience six new dining events just announced for 2014! Imagine traveling down the tracks in the luxurious Lee E. Brenner Dining Car enjoying the delicious flavors of one of our lunch or dinner trains while surrounded by the scenic countryside of Pennsylvania Dutch farmland. Full details on the Strasburg Rail Road website.

- Daily Lunch Train
- Easter Dinner Train - April 20, 2014 throughout the day
- Mother's Day Dinner Train - May 11, 2014 throughout the day

- Farm & Brew Train
- Prime Rib on the Rails
- Seafood Express - April 19 and May 17, 2014 - 6:00 pm departure



FEBRUARY, 2014
CHAPTER MEETING MINUTES

There are no Chapter Meeting Minutes to report - the February Regular Membership Meeting was canceled due to snow and icy conditions.

THIS MONTH'S BANNER PHOTO

Something to warm your cold winter bones! A postcard from the 1940s showing the Seaboard Air Line Railway's *Orange Blossom Special*, proclaiming "By Streamliner thru Tropical Florida."



OPERATION LIFESAVER REMINDS YOU...

Minimize distractions. When nearing a railroad crossing, lower the window, turn off the radio and fan and listen for an approaching train.



1939 NEW HAVEN SNOW TRAIN BROCHURE COVER BY SASHA MAURER

"INSIDE THE BACK PAGE"***UPCOMING LANCASTER CHAPTER ACTIVITIES*****MARCH*****MARCH 16, 2014 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING***

Chapter Second Vice-President Glenn Kendig will present "A Video Surprise" from his extensive collection of transportation videos

APRIL***APRIL 21, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING***

Our friend Paul Kutta returns with an interesting program titled "Some Pennsylvania Short Lines" about many of the Commonwealth's railroads which aren't as long as the Class 1s, but are just as wide! Another one of Paul's fantastic programs, please consider bringing a friend.

MAY***MAY 19, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING***

Chapter Friend Frank Tatnall will present a very interesting and informative program titled "Jersey Central in Pennsylvania and New Jersey Prior to 1976." One of the fallen railroads, the Jersey Central operated freight, passenger and commuter service, including the famed *Blue Comet*. An excellent program about a railroad not often documented, you won't want to miss this program!

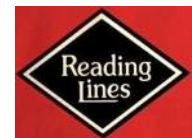
CHAPLAIN CONTACT INFORMATION

DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726

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

FINAL CALL - 2014 MEMBERSHIP RENEWALS ARE PAST DUE!

IF YOU HAVE NOT PAID YOUR 2014 DUES, THIS WILL BE YOUR LAST ISSUE OF THE LANCASTER DISPATCHER. MEMBERS NOT RENEWED BY MARCH 31, 2014 WILL BE DROPPED FROM N.R.H.S. RECORDS AND MUST REAPPLY AS A NEW MEMBER.



READING COMPANY FP7 No. 905 AT JERSEY CITY, NEW JERSEY IN 1961

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NATL REP & WEB:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE SUNDAY MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON SUNDAY, MARCH 16, 2014, STARTING AT 3:00 PM.

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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

Forwarding and Address Correction Requested

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

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CLASS
MAIL**