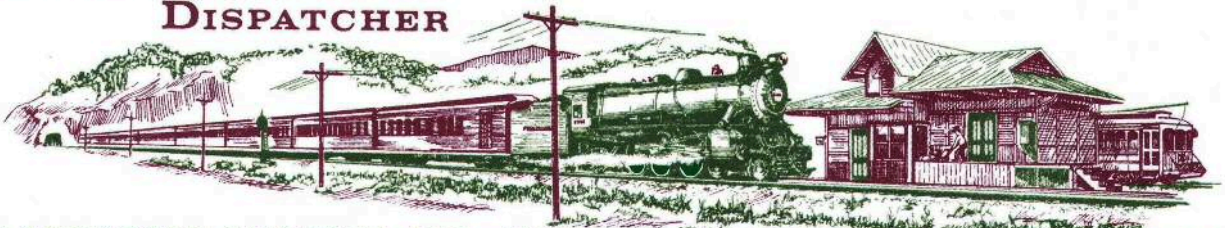


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1935 - 2015



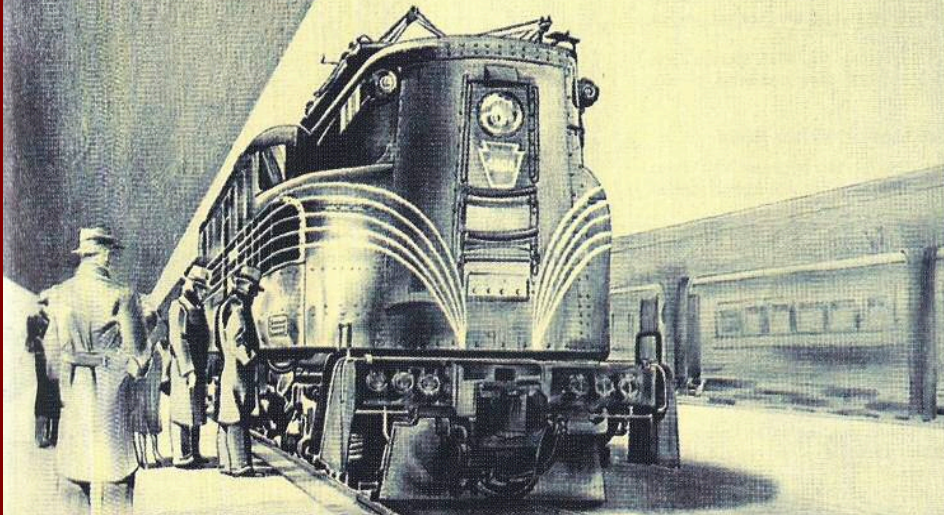
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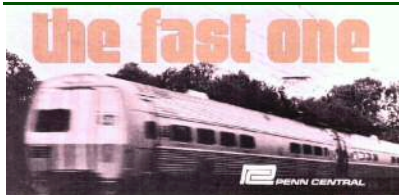
PUBLIC DISPLAY
Broad St. Station
Wednesday, February 6th
9 A. M. to 9 P. M.

One of these giants recently broke the passenger train speed record between Philadelphia and Washington, running over 100 miles an hour. Both engines have been especially designed for high-speed passenger service between New York, Philadelphia, Wilmington, Baltimore and Washington.

PENNSYLVANIA RAILROAD

EIGHTY YEARS AGO - PENNSYLVANIA RAILROAD GG1 EXHIBIT POSTER - FEBRUARY 6, 1935





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



NEW AMTRAK NORTHEAST CORRIDOR WEBSITE HIGHLIGHTS CRITICAL INFRASTRUCTURE PROJECTS

WASHINGTON – A new Amtrak website, www.nec.amtrak.com, aims to raise awareness about Northeast Corridor (NEC) infrastructure needs, and build support for capital investment in projects crucial to support economic growth in the region and meet a growing demand for passenger rail service.

The NEC is a critical transportation artery serving the Northeast's cities and connecting the entire region with approximately 260 million passenger rail trips occurring every year on Amtrak and eight commuter railroads that operate over the line. Significant capital investment in the aging NEC infrastructure is necessary to deliver capacity and reliability to meet current and projected future demand for passenger rail service and reverse decades of under-investment.

The new website includes project information and updates, maps, graphics, and other resources about several NEC infrastructure projects now under construction or in the planning stage. Some of the highlighted projects include the Gateway Program to expand rail capacity into New York City and replacing the Portal Bridge in New Jersey and the Baltimore & Potomac Tunnel in Maryland. There also is information on station planning and development efforts, providing next-generation high-speed rail service and other key NEC infrastructure projects and initiatives being advanced by Amtrak and its federal, state, and local partners.

"It would be difficult to overstate the importance of the Northeast Corridor to both the regional and national economies. Millions of people and businesses depend on a reliable and functioning NEC and greater federal capital investment is vital to ensuring it stays that way," said Amtrak Executive Vice President and Chief NEC Business Development Stephen Gardner. "If greater investments in the NEC aren't made soon we risk a future with increased infrastructure-related service disruptions and delays. This new website will help us tell this important story."

Amtrak's Northeast Regional and Acela services operating between Washington and Boston each set new ridership records in FY 2014 with 11.6 million passenger trips combined – a 3.3 percent increase over the prior year. Demand for Acela was particularly strong, with 28 days in which the number of Acela trips topped 14,000. There were just five such days the year before. [Amtrak]

CONNECTICUT DOT SEEKS SERVICE PROVIDER FOR NEW HAVEN-HARTFORD-SPRINGFIELD LINE

The Connecticut Department of Transportation (CTDOT) has issued a request for qualifications (RFQ) seeking a service provider to operate the New Haven-Hartford-Springfield passenger-rail line beginning in late 2016, the department announced.

CTDOT is searching for an operator for the 62-mile long train line, now branded as the CTrail Hartford Line. The operator will provide train crews and station maintenance services, according to a CTDOT press release.

The deadline for the RFQ is Feb. 27, 2015, when a request for proposals will be issued. Responses to the RFP will be due in September 2015, with selection of a service provider anticipated for December 2015, department officials said.

The line is owned by Amtrak, which currently operates service on the line, including the Vermonter. Amtrak will continue to operate its trains and maintain the railroad right of way.

"This \$365 million High Speed Rail Project will improve the quality of

intercity service along the corridor and enhance regional rail connections," said CTDOT Commissioner James Redeker. "Connecticut will add 22 CTrail trains per day to the 12 trains that Amtrak currently operates. This project will make rail travel far more attractive and competitive in the corridor."

The department expects that by 2016's end, the entire corridor between Hartford and New Haven will be double-tracked. Key to the program is installation of a state-of-the-art signal system that includes positive train control to ensure safety along the entire corridor. Station improvements will include the addition of high-level boarding platforms, pedestrian bridges, increased parking, ticket vending machines, passenger information displays and many other enhancements at the Meriden, Wallingford, Berlin and Hartford Stations, CTDOT officials said. [Progressive Railroading]

CANADIAN PACIFIC CP's HUNTER HARRISON IS 2015 RAILROADER OF THE YEAR



Chief Executive Officer of Canadian Pacific E. Hunter Harrison has been named 2015 Railroader of the Year by *Railway Age*.

"Hunter Harrison, regarded as one of the best all-time operating executives in railroading, came out of retirement to lead a remarkable turnaround at CP, which up to that point had been lagging well behind its six North American

Class 1 contemporaries in performance," said *Railway Age* Editor-in-Chief William Vantuono. "Under his highly disciplined, focused leadership, CP has produced record revenues and earnings, a record-low operating ratio and the stock price has more than tripled. The railroad, with aggressive long-term growth prospects, has become one of Wall Street's most favored investments in the rail sector."

"I am honored and humbled by the award, as it is a reflection of the remarkable team at CP and the transformation we have undergone," said Harrison. "The railroaders of CP are the reason for our success and, while our focus on growth and cost control continues, it's important to pause and recognize that this award is as much theirs as it is mine."

Hunter Harrison is *Railway Age's* 52nd Railroader of the Year and the second CP recipient (preceded by Robert J. Ritchie in 2004). This is the second time he has been so-honored; the first time was in 2002, when he was chief operating officer of the then-recently combined Canadian National/Illinois Central system. Harrison joins Stuart Saunders, L. Stanley Crane and David Goode as a two-time recipient. [Railway Age]



CUSTOMERS INVEST MORE THAN \$3.5 BILLION ON CSX NETWORK IN 2014

JACKSONVILLE, Fla. - January 5, 2014 - In 2014, CSX and its customers worked together on 107 projects to build or expand facilities on CSX's network and short line partners. CSX customers invested more than \$3.5 billion in these projects, which are expected to generate nearly 5,800 new jobs in local communities and approximately 161,000 annual carloads of new business for CSX.

"In 2014, the bulk of customer investments along our network involved expanding and improving infrastructure for the energy sector. Low natural gas prices are also fueling more downstream projects in the chemicals and fertilizer arena, as well as other manufacturing industries," said Clark Robertson, assistant vice president - regional development. "We've seen investments from both domestic and multinational companies along our rail network, in part due to the CSX network's ability to reach nearly two-thirds

of American consumers. We see strong indicators that this robust activity will continue into 2015."

Over the past decade, CSX customers invested more than \$30 billion in rail-served facilities, creating more than 36,000 jobs across the company's 23-state network.

"State and local economic development agencies also play a pivotal role in supporting economic opportunities for new manufacturing facilities," Robertson said. "We appreciate their assistance in helping our customers access our 21,000 mile rail network and the benefits that freight rail provides, including improving their environmental footprint and helping to reduce wear and tear on public roads."

To further expand opportunities for customers to develop on the company's network, the CSX Select Site program certifies properties expressly intended for manufacturing uses. These properties meet rigorous permitting and certification criteria to ease the development process and promote efficient timelines for customers. More information on the CSX Select Site program is available at www.csxselectsite.com.



CSX also recently launched a new online platform to support industrial development across its network, www.csxindustrialdevelopment.com. The site allows potential and current customers to search by specific facility needs, and connects

customers with CSX's Select Site program and proprietary Site Design services. [CSX Corporation]

CSX CORPORATION ANNOUNCES RECORD FOURTH-QUARTER AND FULL-YEAR RESULTS

JACKSONVILLE, Fla. - Jan. 13, 2015 - CSX Corp. capped off 2014 by setting four financial records in both the fourth quarter and for the full year.

The fourth-quarter records include revenue, which increased 5 percent to \$3.19 billion; operating income, which grew 11 percent to \$901 million; net earnings, which jumped 15 percent to \$491 million; and earnings per share, which climbed 17 percent to 49 cents compared with fourth-quarter 2013 results. In addition, volume rose 6 percent to 1.76 million units, the operating ratio improved 1.4 points to 71.8 and operating expenses increased only 3 percent to \$2.3 billion due to drops in materials/supplies and fuel costs.

Merchandise volume increased 5 percent to 744,000 units and revenue rose 6 percent to \$1.9 billion primarily because of strong chemicals, minerals, metals, forest products and waste/equipment business. Intermodal volume increased 5 percent to 699,000 units and revenue rose 6 percent to \$465 million, while coal volume shot up 11 percent to 320,000 units and revenue grew 6 percent to \$722 million.

CSX registered strong financial results in part because it's leveraging the most diverse business mix in the railroad's history, said Chairman, President and Chief Executive Officer Michael Ward during an earnings conference held this morning. The mix has helped offset coal revenue losses, which have totaled about \$900 million over a prolonged period, he said.

"CSX is capturing broad-based market strength, completing strategic infrastructure projects and adding resources to further improve service performance and leverage growth opportunities," said Ward. "Building on a foundation of strong safety and customer service, we expect to continue growing our intermodal and merchandise businesses faster than the economy, pricing above inflation and driving efficient asset utilization."

For the full year, CSX reported all-time records for revenue, which grew 5 percent to \$12.7 billion; operating income, which rose 4 percent to \$3.6

billion; net earnings, which increased 3 percent to \$1.9 billion; and earnings per share, which also ratcheted up 3 percent to \$1.92 compared with 2013 results. Volume climbed 6 percent to 6.9 million units, operating expenses rose 6 percent to \$9 billion and the operating ratio was relatively flat at 71.5.

[Progressive Railroading]

CSX SETS 2015 CAPITAL EXPENDITURES AT \$2.5 BILLION

Executive Vice President and Chief Financial Officer Fredrik Eliasson announced CSX is targeting a 2015 capital spending budget of \$2.5 billion, which represents a modest increase versus 2014's budget. The railroad also unveiled that it will target a \$2.5-billion capital expenditure program in the upcoming year. In 2014, the railroad targeted a \$2.3-billion capital spend program.

Core investment is expected to be about 17 percent of revenue in 2015 and excludes investments related to public-private reimbursable projects. The railroad's infrastructure spend, which accounts for 49 percent or \$1.225 billion of the 2015 program, will target rail safety and performance. Strategic investments to support growth and productivity will make up 16 percent or \$400 million of the 2015 program.

Positive Train Control investment will be \$300 million in 2015, but CSX noted that more than \$400 million is still needed for the technology beyond this year.

On the equipment side of things, CSX noted that locomotive and car investment is driven by service and commercial demand and plans to spend 23 percent or \$575 million of its 2015 program on equipment needs.

[Progressive Railroading and Railway Age Rail Group News]



NORFOLK SOUTHERN UNVEILS FIRST PUBLICLY FUNDED, EMISSIONS-FRIENDLY LOCOMOTIVES

ALTOONA, PA. - Jan. 6, 2015 - The first emissions-friendly locomotives funded by the federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program have been released for road testing by Norfolk Southern from its Juniata Locomotive Shop in Altoona, Pa.



NORFOLK SOUTHERN GP33ECO No. 4715 AT THE JUNIATA LOCOMOTIVE SHOP IN ALTOONA, PA. - NORFOLK SOUTHERN PHOTO

The first two GP33ECO switching locomotives – of a total 25 partially funded by CMAQ for production by Norfolk Southern – sport a distinctive paint scheme that reflects their environmentally friendly mission. After in-service testing in the Altoona area, they will be permanently assigned to their respective grant award areas of Chicago and Atlanta.

Funding for the locomotive to be used in the Chicago area was awarded by the Chicago Metropolitan Agency, sponsored by the Illinois Environmental Protection Agency, and administered by the Illinois Department of Transportation.

Funding for the locomotive to be used in Georgia (on Norfolk Southern's Atlanta Terminal) was awarded by the Georgia Department of Natural

Resources Environmental Protection Division.

Dedication ceremonies will occur in the months to follow. [Norfolk Southern Corp.]

NORFOLK SOUTHERN FACILITATES \$5.7 BILLION IN INDUSTRIAL INVESTMENT ALONG RAIL LINES IN 2014

NORFOLK, Va., Jan. 7, 2015 -- Norfolk Southern assisted 94 industries in locating or expanding their businesses along its rail lines in 2014.

The 72 new and 22 expanded industries represent an investment of \$5.7 billion by Norfolk Southern customers and are expected to create more than 4,420 new jobs in the railroad's territory, generating more than 205,000 carloads of new rail traffic annually.

Norfolk Southern assisted state and local government and economic development officials throughout 18 states in helping customers identify ideal locations for the projects.

"The energy sector continued to be a major driver of industrial development projects in 2014, and we began to see the return of more traditional industrial projects such as steel mills, auto assembly plants, tire manufacturers, and food processing facilities," said Jason Reiner, assistant vice president industrial development. "We expect continued development in the energy sector, as well as growing activity in manufacturing, in 2015. We will continue to work closely with the communities we serve to ensure that high quality industrial sites are identified and ready to be presented to prospective industrial clients. We have the experience and resources available to support our communities in their efforts to compete for new manufacturing and distribution projects."

Norfolk Southern works with state and local economic development authorities on projects involving site location and development of infrastructure to connect customers to its rail system and provides free and confidential plant location services, including industrial park planning, site layout, track design, and supply chain analysis. During the past 10 years, Norfolk Southern's Industrial Development Department has participated in the location or expansion of 1,017 facilities, representing an investment of \$57 billion and creating more than 44,000 customer jobs in the territory served by the railroad. [Norfolk Southern Corp.]

NORFOLK SOUTHERN EVP AND CMO DON SEALE TO RETIRE

NORFOLK, Va., Jan. 13, 2015 -- Donald W. Seale, executive vice president and chief marketing officer of Norfolk Southern Corp., has announced his plan to retire effective March 1, 2015, Chairman and CEO Wick Moorman said today.

"Don's central role in building Norfolk Southern's culture of continuous improvement in customer focus began at the corporation's creation, and we will continue to benefit from it well into the future," Moorman said. "His leadership has helped position railroads not only as engines of economic growth but as true partners with the people and industries we serve."

NS' board of directors will name Seale's successor at a later time.

Seale joined NS in 1976 as a management trainee. He served in numerous sales and marketing capacities relating to the railroad's service to its merchandise and coal customers before being named senior vice president marketing services in 2003, executive vice president sales and marketing in 2004, and executive vice president and chief marketing officer in 2006.

Seale's tenure as leader of NS' marketing division saw expansion in demand for quality rail service. The corporation recorded its first \$10 billion railway operating revenues year and annual revenues increased by approximately \$4 billion during that time.

He championed new, more time-sensitive service offerings for producers, manufacturers, shippers, and receivers of coal, automobiles, chemicals, agriculture and consumer products, metals and construction materials, paper, clay, forest products, and intermodal trailers and containers. In the last three years, Seale's team has been a leader in developing and marketing rail services to new and expanding businesses in the energy

sector. He has also been a strong and tireless advocate of industrial development to spur new industries and jobs across the states Norfolk Southern serves culminating in \$5.7 billion in new investments and over 4400 associated jobs in 2014 alone. [Norfolk Southern Corp.]

FHWA APPROVAL ENDS ENVIRONMENTAL REVIEW STAGE FOR NS BRIDGE REPLACEMENT IN NEW YORK

The Federal Highway Administration (FHWA) has issued a record of decision for the design and construction of a new Portageville Bridge in



PRESENT PORTAGEVILLE BRIDGE

Letchworth State Park along Norfolk Southern Railway's Southern Tier Line, New York Gov. Andrew Cuomo announced.

Built in 1875, the bridge spans Portage and Genesee Falls, N.Y. A new \$71 million bridge will be constructed south of the existing structure over the Genesee River.

The FHWA approval completes the last step of the project's environmental review and enables NS to move forward with implementing a construction plan for an arch structure. Construction is slated to begin later this year and take about three years to complete.

Representatives from nine federal and state agencies were involved in the environmental review process: the U.S. Environmental Protection Agency, FHWA, U.S. Fish and Wildlife Service, National Park Service, U.S. Army Corps of Engineers, Advisory Council on Historic Preservation, New York State Department of

Environmental Conservation, New York State Department of Transportation (NYSDOT) and New York State Office of Parks, Recreation and Historic Preservation.



VISUALIZATION OF REPLACEMENT BRIDGE

NYSDOT contributed \$3 million toward design costs and secured \$12.5 million in state and federal funds for construction work. NS will cover the remainder of project costs.

"A new improved Portageville Bridge will enhance NS' ability to provide safe, reliable and efficient freight transportation to New York State and New England," said NS Chairman and Chief Executive Officer Wick Moorman in a press

release. "We appreciate the efforts of the NYSDOT and our other public partners in their quick approvals to move the project to this point."

In 2009, the bridge was identified in the New York State Rail Plan as one of the 10 most significant rail bottlenecks in the state. Two years later, the Regional Economic Development Council identified the bridge replacement in its five-year strategic plan as one key way to address economic growth barriers.

The FHWA approval is "a critical milestone" in efforts to build a modern arch bridge to carry freight along the important stretch of rail, said Cuomo.

"By receiving the federal government's approval we can now move forward with this new project, which will replace the existing bridge and better incorporate it into the beautiful surroundings of Letchworth State Park," he said. [Progressive Railroadng]



LAST NORTHEAST DIESEL BOOSTER UNITS DEPART

WORCESTER, Mass. - Jan. 2, 2015 - Providence & Worcester's five General Electric B30-7A cabless "B-Units" are leaving the railroad's headquarters at Worcester en route to Waycross, Ga., for new owner National Railway Equipment Co. The locomotives are scheduled to depart Jan. 2. Their future is uncertain. P&W purchased the quintet of former Burlington Northern boosters in 2001. Numbered 3004-3008, they have seen service on all of the railroad's routes in Massachusetts, Rhode Island, Connecticut, and New York. In recent years, they have been assigned primarily to heavy aggregate trains during the warmer months, and often have been stored for the winter.



P&W B30-7A BOOSTER 3005 IS SEEN TEAMED UP WITH B39-8 3902 AT REEDS GAP, CONN., ON AUG. 29, 2014
SCOTT A. HARTLEY

Cabless boosters were common sights in the early streamlined cab-unit era, and some large railroads continued to purchase B-units in limited numbers as road-switchers replaced the cabs. Burlington Northern made big news in locomotive circles when it purchased 120 of the cabless

engines in two slightly different-styles in 1982 and 1983. All were retired by successor Burlington Northern Santa Fe by 1999.

P&W's five have had railroad markings painted over and carry "NREX" reporting marks. Don't expect any immediate replacements on the property. The railroad's current power fleet of GE B39-8s, B40-8s, B40-8Ws, B23-7s, and Super 7-B23s and EMD GP38s and GP38-2s meets the railroad's service needs, according to P&W secretary and general counsel Charles D. Rennick. In addition to railroad-owned locomotives, P&W also has lease arrangements for the use of five six-motor EMDs. [Scott A. Hartley - Trains News Wire]



READING & NORTHERN BROKE TRAFFIC, REVENUE RECORDS IN 2014

Reading, Blue Mountain and Northern Railroad Co. (RBMN) in 2014 handled 24,365 carloads, a 3.2 percent increase versus 2013's

total and a new record, besting the previous high-water mark set in 2011. The short line broke its revenue record in 2014, too.

The traffic growth was impressive since the railroad's vital anthracite coal unit-train business declined 21 percent due to severe price competition for foreign coal producers, RBMN officials said in a press release.

The anthracite coal drop-off was more than offset by 7 percent increases in domestic coal and merchandise carloads, they said. The merchandise business, which accounts for nearly 80 percent of total traffic, includes a diverse mix of commodities such as wood pulp, paper, metals, food products, plastics, forest products, chemicals and minerals.

"Our record-breaking volumes for 2014 are the result of our philosophy of putting our customers first," said Andy Muller Jr., RBMN's owner and chief executive officer, adding that the short line met a goal to serve all customers within a two-hour window 99 percent of the time.

In addition, the railroad developed new transloading facilities in Cressona and Penobscot, Pa., that have been "very successful" and generated substantial business growth, said RBMN President Wayne Michel.

"As a result of our local ownership, we are able to invest quickly in new facilities for ourselves and new customers to the railroad," he said. "These new facilities and new customers enable our company to grow our

business." [Progressive Railroading]



NJ TRANSIT EXPANSION OF 'QUIET COMMUTE' TO ATLANTIC CITY RAIL LINE

NEWARK, NJ - Jan 7, 2015 - NJ TRANSIT Executive Director Veronique "Ronnie" Hakim today announced the expansion of the agency's Quiet Commute program to trains on the Atlantic City Rail Line, operating between Philadelphia and Atlantic City. The program goes into effect January 20 between the hours of 6 a.m. and 8 p.m. on weekdays.

"We heard from our Atlantic City Rail Line customers that they want to enjoy the benefits of Quiet Commute cars on trains, and we are taking action based directly on their recommendations," said Executive Director Hakim. "We want our customers to know that their feedback will continue to be the driving force behind NJ TRANSIT's ongoing efforts to improve their overall experience on our system."

The designated Quiet Commute car will be the first car on northbound trains traveling towards Philadelphia, and the last car on southbound trains traveling towards Atlantic City, with seating on a first-come, first-served basis.

Quiet Commute cars are intended to provide a subdued environment for customers who wish to refrain from using cell phones and are willing to disable the sound feature on pagers, games, computers and other electronic devices. Conversations should be conducted in subdued voices, and headphones should be used at a volume that cannot be heard by other passengers.

NJ TRANSIT will closely monitor and evaluate the Quiet Commute program on the Atlantic City Rail Line, with feedback received from customers and employees guiding any possible changes.

The program was expanded last May to include all off-peak trains serving Hoboken Terminal. [Edited from New Jersey Transit]

NJ TRANSIT ANNOUNCES RARITAN VALLEY LINE UPGRADE

Rail riders on New Jersey Transit's Raritan Valley Line gained direct access to and from New York's Penn Station, a much coveted "one-seat ride," beginning Monday, Jan. 12, 2015, NJ Transit has announced.

But the upgrade is available only after morning and evening rush hours, due to the capacity constraints of Amtrak's Northeast Corridor (NEC) between Newark and New York. Besides Amtrak service, the NEC also handles New Jersey Transit Northeast Corridor and North Jersey Coast Line services, which traditionally have had access to and from Manhattan.

Peak-hour Raritan Valley Line riders heading for Midtown Manhattan must still transfer at Newark-Penn Station for service to Midtown.

The consists presumably will be powered by Bombardier dual-mode locomotives, currently used by NJ Transit on several other of its lines.

The direct service, announced Jan. 2 by NJ Transit includes four inbound trains, with the first departing from Raritan, N.J., at 6:39 p.m., and four outbound trains, with the first departing New York-Penn at 8:48 p.m., followed by three more trains approximately one hour after that.

New Jersey rail advocates note additional improvements hinge on increased NEC capacity under the Hudson River, now a proposal of Amtrak's Gateway Project, and is also contingent on the repair and/or replacement of Portal Bridge, a problematic structure spanning the Hackensack River in the New Jersey Meadowlands, roughly midway between New York and Newark.

[Edited from Railway Age Rail Group News]

CHRISTIE ADMINISTRATION UNVEILS DESIGN PLANS FOR RECONSTRUCTION OF ELIZABETH STATION

NEWARK, NJ - Jan. 12, 2015 - Transportation Commissioner and NJ TRANSIT Board Chairman Jamie Fox and NJ TRANSIT Executive Director Veronique "Ronnie" Hakim today announced the unveiling of the preliminary design plans for a \$55 million restoration of Elizabeth Station.

The project includes construction of a new station building, new elevators and stairs, vendor space and reconstruction of the passenger platforms. The project will be funded through state and federal sources.

"The reconstruction of Elizabeth Station will provide a state-of-the-art facility for the residents and riders that also reflects the character of the historic business district" stated Executive Director Hakim. "We recognize the importance of this facility to passengers on the Northeast Corridor and North Jersey Coast lines and are committed to providing a safe and modern facility."

The design of the station includes a two-story station building with a street-level ticket office, waiting room and vendor space. New, extended high-level train platforms will accommodate longer, 12-car trains and the platforms will feature covered, heated and air conditioned waiting areas. The station will include upgraded passenger information and security systems. Additional elevators, renovations to existing elevators and additional stairways will enhance platform access. The westbound plaza entrance will be highlighted by a marquee façade, new stairs, and new vendor space. NJ TRANSIT and the City of Elizabeth will collaborate to incorporate art into the design of the station.

NJ TRANSIT has coordinated the design package with Amtrak to accommodate Amtrak's future plans to add a fifth track to the Northeast Corridor, which affects station platform placement and final design approval. Upon final Amtrak approval, NJ TRANSIT will procure a design-build contractor to construct the project, with an expected completion date in 2018.

Elizabeth Station serves NJ TRANSIT's Northeast Corridor and North Jersey Coast Rail Lines as well as local bus service, including 9 NJ TRANSIT bus lines. The Elizabeth Station serves an average of 7,526 weekday passenger trips (FY2014), with 113 daily trains utilizing the station. [New Jersey Transit]



DELAWARE COUNTY BRIDGE REPAIR WILL COST SEPTA \$55.5M

SEPTA will spend \$55.5 million to replace the 120-year-old Crum Creek rail bridge on the busy Media-Elwyn line in Delaware County, after recent approval by the SEPTA board.

Replacement of the 925-foot-long bridge between Swarthmore and Nether Providence Township, which will require rail commuters to switch to buses for part of the route in 2016, is to begin early 2015 and be completed by the spring of 2017. Shuttle buses will replace commuter trains for about three months in mid-2016 between the stations at Elwyn and Swarthmore.

The Crum Creek rail-bridge contract was awarded to Walsh Construction Co., of Pittsburgh, along with Figg Engineering Group of Tallahassee, Fla., and STV Inc., of Douglassville, Pa.

The design-build project came in under SEPTA's original estimated cost of \$70 million, and the work is to be done in no more than 912 days.

The year-end spending spree by the SEPTA board was part of the agency's aggressive effort to rebuild and replace much of its aging infrastructure over the next decade. This year, SEPTA's capital budget doubled from \$300 million to \$600 million, with the infusion of new state funds.

The SEPTA board also approved other major spending, including:

The purchase of 40 new, 60-foot articulated, low-floor buses from NOVA Bus Inc., of Quebec, is scheduled to be completed by the end of 2016. SEPTA will pay \$6.6 million more to buy the longer buses. The diesel vehicles will replace 40-foot models in SEPTA's fleet of 1,393 buses.

The purchase of 200 more smart-card readers for \$2.2 million will change the way Regional Rail commuters pay their fares, starting in 2016. The new readers will be installed at stations in SEPTA's outer zones, requiring riders to use planned new electronic cards there, as well as in Center City stations.

The \$4.3 million payment to Hyundai-Rotem is part of a deal worked out to settle a \$10.4 million debt owed to SEPTA by the train builder because of delays in delivering 120 new Silverliner V railcars.

In the deal, Hyundai-Rotem agreed to refurbish 22 of SEPTA's 27-year-old locomotive-drawn coaches for \$12.8 million. After deducting the amount owed for the late Silverliners, SEPTA will pay \$4.3 million to Hyundai-Rotem, whose American factory is in South Philadelphia.

The \$40 million for engineering services over three years will be divided equally among these eight companies: Gannett Fleming Inc., HNTB Corp., Jacobs Engineering Group Inc., AECOM Technical Services Inc., JMT Inc., STV Inc., Pennoni Associates Inc., and McCormick Taylor Inc.

The regional transit agency plans to purchase a number of new electric locomotives to replace older motors, some of which are 25 years old. They will be used on SEPTA's longer commuter rail routes. Also in the plan are bilevel coaches, which will effectively double capacity of trains. SEPTA officials say the bilevel cars are warranted because ridership has increased 50 percent in the past 15 years, straining the capacity of rush hour single-level trains. Between 36 and 48 new coaches will be added.

In addition to the locomotives and cars for the rail division, SEPTA may also replace some of its 30-year-old trolleys in service on six city routes and two suburban lines. The new cars may be articulated vehicles with greater capacity than the single-unit cars now in service. Although the current cars can operate in trains, each extra car requires a conductor to open and close the doors for passengers, issue transfers, and monitor fare collection boxes. More articulated buses are also in the future.

An interactive listing of projects and proposed start and completion dates is available at www.septa.org/rebuilding. [Paul Nussbaum, Philadelphia Inquirer Staff Writer & Trains News Wire]

FRA SETS HEARING FOR SEPTA WAIVER REQUEST ON WORKER-REST RULE

The Federal Railroad Administration (FRA) has set a Feb. 10 public hearing on a dispute between the Southeastern Pennsylvania Transportation Authority (SEPTA) and its rail employees regarding a safety rule designed to limit fatigue on the job.

SEPTA wants the FRA to renew the authority's waiver of the rule for two years. But Brotherhood of Locomotive Engineers and Trainmen (BLET) officials object and want SEPTA to follow the work rule, which involves the time workers spend traveling from home to start work somewhere other than their usual assigned location. SEPTA officials say the rule, which requires that time to be counted as paid work time, is necessary to limit labor expenses, according to a report on *Philly.com*.

The hearing will be held in Crum Lynne, Pa. BLET represents 220 locomotive engineers and trainmen at SEPTA. [Progressive Railroadng]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN FEBRUARY

Feb. 1903 - Construction of Atglen & Susquehanna low grade freight line begins.

Feb. 20, 1908 - Shields meet on first PRR East River Tunnel, Tube D; toy representation of *Congressional Limited* passed by air pressure through 8-inch pipe running between headings as "first train through tunnel".

Feb. 14, 1915 - First position-light signals placed in service between Overbrook and Bryn Mawr; designed to provide high-visibility replacement for semaphores in electrified territory; eventually adopted as PRR standard.

Feb. 27, 1921 - PRR announces a new system of dedicated telephone lines to inform commuters on the Paoli Line of delays to trains; lines run from Broad Street to all station agents, who are equipped with bulletin boards to

post any delay over 15 minutes.

Feb. 7, 1927 - New PRR office building at 15 North 32nd Street in West Philadelphia completed (later known as the "Food Fair Building"- Ed.).

Feb. 26, 1930 - PRR Board appropriates \$2 million for Philadelphia-Phoenixville electrification.

Feb. 10, 1935 - Revenue electric passenger service begins between New York and Washington; *Congressional* is first regular train to run through.

Feb. 1943 - Elizabeth Johns, first "trainwoman" on Philadelphia Terminal Division begins working the Paoli Local.

Feb. 18, 1947 - Eastbound *Red Arrow* derailed at Bennington Curve, just east of Horseshoe Curve, and rolls down mountain; 24 killed and 126 injured.

Feb. 18, 1951 - PRSL announces a second order for six Budd RDC's, to be delivered by summer. Numbered M-408 through M-413.

Feb. 16, 1955 - PRR introduces "Ladies Day" special Wednesday-only round trip excursion tickets for women for one-way fare between Philadelphia, Trenton and New York to encourage shopping and theater trips.

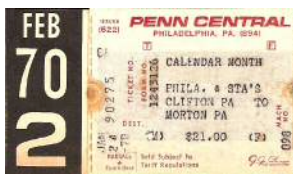
Feb. 15, 1958 - Heavy snowstorms hit PRR's Philadelphia and New York Regions; 13 inches at Philadelphia is highest since 1935; fine snow crystals infiltrate air intakes on electric locomotives then melt, grounding out traction motors; GG1's are disabled for first time; by Feb. 17 all freight and most passenger trains suspended; by morning of Feb. 18, only 5 of 139 electric locomotives working; this and following storms in Feb. and Mar. 1958 cost PRR \$10 million; contribute to \$8.8 million deficit for Feb. 1958; worst month's performance since Feb. 1951.

Feb. 12, 1961 - PRR imposes massive cutbacks in dining car service; all diners and Coffee Shop Tavern cars removed from New York-Philadelphia "Clockers" with the exception of diner on No. 202.

Feb. 21, 1965 - PRSL Atlantic City Station closes; replaced by small depot in former yard area.

Feb. 1, 1968 - Pennsylvania New York Central Transportation Company adopts trade name "Penn Central" and "worms in love" herald of intertwined P and C.

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



TIMETABLE 02-15

For Lancaster Chapter
News, see

"INSIDE THE BACK PAGE"

* * *

Saturday and Sunday, Jan. 31-Feb. 1, 2015

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

Saturday, Feb. 7, 2015

The Epic Journey of Engine No. 98, an illustrated lecture by Tom Gears, presented by the Wilmington & Western Railroad - 2:30 pm at the Cranston Heights Fire Hall, 3306 Kirkwood Hwy, Wilmington, Del 19808. RESERVATIONS ARE REQUIRED: E-mail your 1) name, 2) phone number and 3) number in your party to WWR98@aol.com.

Saturday, Feb. 14, 2015

Valentine's Day Train on the Lehigh Gorge Scenic Railway from Port Clinton to Jim Thorpe, Pa. Info: www.lgsry.com

Saturday - Monday, Feb. 14-16, 2015

WinterFest Trains on the Lehigh Gorge Scenic Railway from Jim Thorpe to the Lehigh Gorge State Park. Info: www.lgsry.com

Saturday and Sunday, Feb. 21-22, 2014

Spring Thaw Train Meet at the Allentown Fairgrounds Agricultural Hall, 302

North 17th St., Allentown, Pa. 18104. Info: www.allentowntrainmeet.com

Saturday and Sunday, Feb. 28-March 1, 2015

Greenberg's Great Toy and Train Show at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ 08837. Info: www.GreenbergShows.com

Sunday, March 1, 2015

Spring Scranton Model Train Show, Radisson Hotel (former DL&W Station) in Scranton, Pa.

Saturday, March 14, 2015

29th Annual Harrisburg NRHS Railroad Show & Collectors Market at the I. W. Abel Union Hall (Steelworkers Union), 200 Gibson Street, Steelton, PA, 17113 Admission: Donation for adults: \$5.00, Children under 12: free. Info: Mark Irvin, (717) 732 - 3867.

Saturday and Sunday, March 14-15, 2015

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

Friday and Saturday, March 27-28, 2015

East Coast Large Scale Train Show at the York Expo Center, 334 Carlisle Ave., York, Pa. Info: www.eclsts.com

Saturday and Sunday, March 28-29, 2015

World's Greatest Hobby on Tour at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ 08837. Info: www.wghshow.com

Saturday and Sunday, April 10-11, 2015

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

Saturday, April 11, 2014

Delaware Train Show at the Nur Shrine Center, Rt. 13, 198 S. Dupont Hwy., New Castle, Del. 19720. Info: www.toyshow.org

Wednesday thru Sunday, April 15-19, 2015

NRHS Spring Conference, Advisory Council and Board of Directors' Meetings & Association of Tourist Railroads and Railway Museums (ATRRM) Joint Conference at the Maryland & Pennsylvania Railroad Preservation Society, York, Pa. Info: www.ATRRM.org

Thursday - Saturday, April 23-25, 2015

Eastern Division TCA Train Meet at the York Fairgrounds, 334 Carlisle St., York, Pa. 17403. Info: Debbie_Geiser@verizon.net or 302-674-5797.

Friday - Sunday, May 15-17, 2015

22nd National Trolley Meet by the East Penn Traction Club at the Philadelphia Convention Center's Exhibit Hall "G" at Broad and Race Streets in Philadelphia, Pa. Info: www.trolleymeet.org

Sunday - Sunday, June 14-21, 2015

NRHS 2015 Convention at Rutland, Vt. Info: www.nrhs.com



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February, March, November and December: Tuesday through Saturday, 9:00 am to 5:00 pm. Sunday, 12:00 pm through 5:00 pm.

April through October: Monday through Saturday, 9:00 am to 5:00 pm. Sunday, 12:00 pm through 5:00 pm.





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JANUARY, 2015 CHAPTER MEETING MINUTES

There was no formal Regular Chapter Membership Meeting in January. Therefore, there are no Membership Meeting Minutes to report.

A special thanks is extended to those who helped "spiff up" the Christiana Freight Station at the January work meeting.



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



U.S. TRANSPORTATION
SECRETARY FOXX NAMES
SARAH FEINBERG ACTING
ADMINISTRATOR OF FRA

WASHINGTON - Jan. 12, 2015 - U.S. Transportation Secretary Anthony Foxx announced today that Department of Transportation Chief of Staff Sarah Feinberg will serve as Acting Administrator of the Federal Railroad Administration (FRA). She succeeds Joseph C. Szabo who was appointed and confirmed as the agency's twelfth Administrator in 2009. Szabo stepped down as the agency's head last Friday.

Feinberg becomes the second woman to lead the agency since its founding in 1966.

Since 2013 Feinberg has served as the Chief of Staff for the U.S. Department of Transportation (USDOT), managing the agency's ten modal departments, and spearheading the agency's legislative, policy, and communications efforts. Feinberg provided strategic advice and counsel to the Secretary regarding operational and legislative initiatives across all modes of transportation, as well as leading the department's efforts on its \$302 billion surface transportation reauthorization plan, sent to the U.S. Congress last year.

During her time as Chief of Staff, Feinberg worked closely with Secretary Foxx and each agency in the Department to ensure that they are continuously raising the bar on safety. As Acting Administrator of the Federal Railroad Administration, Feinberg will work to strengthen the culture of safety across the railroad industry. *[Edited from FRA]*



NTSB ISSUES ALERT ON RAIL SIGNAL VISIBILITY

The National Transportation Safety Board (NTSB) recently issued a safety alert that targets the visibility of railroad signals.

Light-emitting diode (LED) rail signals might mask nearby incandescent signals, preventing incandescent signals from being visible to train crews, NTSB officials said in a press release. If LED and incandescent signals are installed in close proximity to one another, the LED signal might appear brighter or closer, potentially confusing crews about the sequence of the signals as a train approaches, according to the alert.

The effect can be more pronounced as a train moves closer to the signals, NTSB officials said.

The alert highlights actions necessary to avoid accidents by identifying

locations where the close spacing of signals might cause a signal to either mask or visually dominate another signal, especially at locations where LED and incandescent lights are installed in close proximity.

The actions include evaluating the computer-aided dispatching software to prevent confusion when lining routes non-sequentially at multiple control points; conducting a hazard analysis that includes testing signal visibility with input from train crews; and using configuration management more thoroughly. *[Progressive Railroadng]*

NTSB RELEASES PRELIMINARY REPORT IN WASHINGTON METRO ELECTRICAL ARCING ACCIDENT

WASHINGTON - Jan. 19, 2015 - The National Transportation Safety Board has released its preliminary factual report regarding the Jan. 12 smoke and electrical arcing incident near the Washington Metropolitan Area Transit Authority L'Enfant Plaza Station in Washington. The investigation is assigned "Accident ID" DCA15FR004.

According to the report, train No. 302 stopped between the L'Enfant Plaza Station and the Potomac River Bridge after encountering an accumulation of heavy smoke while traveling southbound in a tunnel. A following train stopped at the L'Enfant station, about 100 feet short of the south end of the platform. Passengers of both trains and on the station platforms were exposed to the smoke. Both trains consisted of six cars.

Investigators have observed "severe electrical arcing damage to the third rail and electrical cables" located about 1,100 feet ahead of where train No. 302 stopped. They have are reviewing maintenance records and documentation on previous smoke events, as well as emergency response and evacuation plans and employee training procedures.

"It is very early in the investigation and there is still much work that needs to be done to make final determination of probable cause and any potential recommendations," the agency notes. "As the NTSB continues to gather information which will assist in determining the probable cause of [the] accident, investigators are also gathering information on the disruption to the power system, maintenance of the transit system, emergency response, and evacuation."

To read the full report, go to www.ntsb.gov *[Trains News Wire]*



LEHIGH GORGE EXCURSION TRAIN ADDS STOPS, BOOSTS ANNUAL RIDERSHIP TO RECORD LEVEL

The Lehigh Gorge Scenic Railway posted record ridership in 2014 after expanding its regular schedule to include stops in seven additional Pennsylvania cities.

Operated by the Reading, Blue Mountain & Northern Railroad Co. (RBMN) as a sister company, the excursion railroad served a record 72,295 passengers last year. Stops in additional communities and expansion of Lehigh Gorge's "Bike Train" and "Santa Claus Train" services helped boost ridership, company officials said in a press release.

Communities added to the scenic railway trips included Tunkhannock, Pottsville, Minersville, Schuylkill Haven, Duryea, and White Haven.

"We are thrilled to announce we are gearing up for another busy schedule in 2015," said RBMN Chief Executive Officer Andy Mueller.

RBMN serves major businesses in nine eastern Pennsylvania counties, offering freight- and passenger excursion-rail services. *[Progressive Railroadng - Jan. 8, 2015]*



STB: MASSACHUSETTS CAN BUY SHORT LINE ASSETS

The Surface Transportation Board on Wednesday, Dec. 24, 2014 gave preliminary approval to Massachusetts Department of Transportation (MassDOT) to acquire "certain physical railroad assets" from Canaan, Conn.-based short line Housatonic Railroad Co., Inc. *(Editor's Note: The following is taken verbatim from STB Docket FD 35866: The Massachusetts Department of Transportation*

(MassDOT), a noncarrier, has filed a verified notice of exemption under 49 C.F.R. § 1150.31 to acquire from Housatonic Railroad Company, Inc. (HRRC) and Maybrook Railroad Company (MRC) - MassDOT states that MRC is not a rail carrier for purposes of the present transaction and, therefore, is not listed in the proceeding caption - certain railroad assets comprising a section of the "Berkshire Line," extending from approximately milepost 50.0 at the Massachusetts-Connecticut border at Sheffield, Mass., to a connection with CSX Transportation, Inc., at approximately milepost 86.3 at Pittsfield, Mass., a distance of approximately 36.3 miles.)

The Board split its decision, for now, on prospective status of freight rail operations, which it deemed secure, and potential passenger operations over the right-of-way, of which STB remains somewhat uncertain.

STB, in Docket No. FD 35866, approved its initial clearance "because under the proposed transaction, HRRC would retain the legal obligation to provide freight rail service and MassDOT would not be able to interfere unreasonably with that service.

"However, the Board requires additional information in order rule on the motion to dismiss with respect to MassDOT's proposed acquisition of passenger rights and whether MRC is a necessary party to this proceeding. MassDOT is directed to submit the additional information the Board describes in this decision within 30 days of the service date of this decision," STB said.

Massachusetts seeks ownership of Housatonic's current right-of-way between Sheffield, Mass, on the Massachusetts-Connecticut border, and Pittsfield, Mass., the short line's northern terminus, where it interfaces with CSX.

"MassDOT states that the acquisition of the Railroad Assets is intended to facilitate the Commonwealth's long-term plans to restore regional passenger service linking the New York City metropolitan area, and the Northeast Corridor megalopolis generally, with the Berkshire region of western Massachusetts, STB noted. [Railway Age & STB Docket FD 35866]



CALIFORNIA HIGH SPEED RAIL PROJECT BREAKS GROUND

California's long-anticipated and controversial plan to build a high speed rail system linking San Francisco with Los Angeles got under way on Tuesday, Jan. 6, 2015 with a groundbreaking ceremony for the system's initial 29-mile leg in the Central Valley in Fresno, Calif.

The California High Speed Rail Authority's 700-mile, \$68 billion project, when completed, will be the first "true" high speed rail system in North America, with 200-mph-plus trainsets operating on a dedicated right-of way. The entire system is expected to be in operation by 2028.

California Governor Jerry Brown joined other leaders as the CHSRA broke ground on the project.

Local and statewide small businesses are completing a majority of this work.



INSTEAD OF GROUND BEING BROKEN, A SECTION OF PAINTED RAIL MOUNTED ON WOODEN TIES WAS AUTOGRAPHED BY CALIFORNIA GOV. JERRY BROWN, HIS WIFE ANN GUST BROWN, FEDERAL RAILROAD ADMINISTRATOR JOE SZABO, U.S. ENVIRONMENTAL PROTECTION AGENCY ADMINISTRATOR GINA MCCARTHY, AND FRESNO MAYOR ASHLEY SWEARENGIN - PHOTO BY J. RANDALL MCFARLAND, TRAINS NEWS WIRE

As of September 2014, 40 small businesses have active contracts valued at \$296 million on Construction Package 1, a 29-mile stretch from Avenue 17 in Madera County to East American Avenue in Fresno County. This phase of construction includes 12 grade separations, two viaducts, a tunnel and a bridge over the San Joaquin River. California-based TutorPerini Zachry/Parsons, A Joint Venture, is designing and building this first phase of the project. [Edited from Railway Age, Railway Track & Structures and Trains News Wire]



CALTRAIN'S BOARD OKs FINAL ENVIRONMENTAL REPORT, PENINSULA CORRIDOR ELECTRIFICATION PROJECT

The Peninsula Corridor Joint Powers Board has certified the final environmental impact report and approved the planned electrification of the Caltrain corridor between San Jose and San Francisco, the agency announced last week.

The environmental report and responses and comments made on the draft version of the document were presented to the board and made available to the public last month, Caltrain officials said in a press release.

Estimated to cost \$1.47 billion to \$1.53 billion, the Peninsula corridor electrification project is part of Caltrain's modernization program, which calls for electrification of the corridor, the purchase of new electric multiple units, upgrades to Caltrain's signal system and the implementation of positive train control.

By 2040, an electrified system will reduce Caltrain emissions by up to 97 percent, more than double current weekday ridership with increased service and the downtown San Francisco extension, and take more than 600,000 vehicle miles off the region's roads each day, Caltrain officials said.

The final environmental report reduced by half the original estimate of tree removal on or adjacent to the right of way.

Caltrain officials expect to begin operating electrified service between winter 2020 and spring 2021. [Progressive Railroading - Jan. 12, 2015]

UK COMPANY TESTING BATTERY-POWERED TRAIN



LONDON - Jan. 14, 2015 - A U.K. company is sponsoring a battery-powered passenger train to see if it can help reduce electrification costs.

Network Rail, a U.K.-based railroad infrastructure company, is sponsoring a

Bombardier rebuilt Class 379 Electrostar electric multiple unit train equipped with lithium-iron-magnesium batteries. The train can operate as a normal EMU drawing electric power from overhead lines or as a battery-powered train using just its on-board batteries. Following retrofitting and trials at test tracks in Derby and Leicestershire, England, last year, the modified train dubbed an "IPEMU," or independently powered EMU, started passenger service tests this week, operating services between Harwich International and Manningtree stations in Essex, east of London for the next five weeks.

Network Rail's research is part of work to reduce the cost of running Britain's railways by 20 percent during the next five years. It could ultimately lead to a fleet of battery-powered trains running on Britain's rail network which are quieter and more efficient than existing diesel-powered trains. Battery-powered trains may be used in the future to bridge gaps between electrified parts of the network and to run on rural branch lines where it would be too expensive to install overhead electrification.

In Europe, locomotives are increasingly being fitted with small diesel engines to enable operation away from electrified tracks, such as branch lines or at industrial sites. [Trains News Wire]



COUNTY MOVES TO EVICT CATSKILL MOUNTAIN RAILROAD

KINGSTON, N.Y. - Jan. 19, 2015 - Ulster County is preparing to file more litigation in an attempt to evict the Catskill Mountain Railroad from county-owned tracks, according to Ernie Hunt, the spokesman for the railroad, and Ulster County Legislator David Donaldson.

The Watershed Post reports that the railroad's lawyers have received notice that Ulster County will soon appeal a September decision by Ulster County Supreme Court Judge Richard Mott that prevents the county from evicting the railroad.

Donaldson sent a letter to Ulster County Executive Mike Hein on Jan. 15 decrying the county's decision to appeal the case, writing that the move was "just more legal maneuvering and a continued waste of County resources and tax dollars."

"To appeal this decision seems to be using the deep pockets of the taxpayers to bleed the [Catskill Mountain Railroad] dry and to assure their successes are few," Donaldson writes. "Your latest action will just drag out this litigation for several more months. Wouldn't this money and time be better spent to promote tourism rather than trying to stifle new and successful tourism efforts?"

The county has argues that the railroad has defaulted on its lease, which runs to May 2016, and hopes to replace the railroad with a trail. The railroad filed a lawsuit contesting the county's eviction, and the county filed its own counter-lawsuit. The two parties have been locked in litigation ever since.

The presiding judge in the case has repeatedly ruled that he will not allow the county to evict the railroad until all litigation is resolved.

Ulster County is now preparing to appeal the judge's decision in a higher court, Hunt says. "From our point of view, this is taking this thing to another level," he said.

News of a possible appeal came as a surprise to the railroad, because in December, Hein has softened his stance towards railroad operations in the city of Kingston.

On Dec. 8, Hein announced a new plan that would allow both rails and trails to coexist within city limits.

As it fights the county in court, the Catskill Mountain Railroad has also launched a campaign to prove that it is an asset to the region. The railroad held several successful events in the city of Kingston 2014 for children and families, including a Charlie Brown-themed Great Pumpkin Patch excursion, a Thomas the Tank Engine event and Christmas-themed Polar Express ride.

All three events did very well, Hunt says.

"We went from being a \$100,000 company to a \$900,000 company because of all the events last year," Hunt says. "But it's all going to lawyers anyway."

Hunt estimates that the railroad has spent \$340,000 on legal fees in the dispute.

The Catskill Mountain Railroad wants to sit down with Hein and hammer out a settlement, Hunt said. But Hein's office has refused to meet with railroad officials while the litigation is ongoing, he said. Hein's office refused to comment on the latest developments.

"Our frustration that we can't a chance to meet with him and discuss this issue in private," Hunt said. "There needs to be a meeting, and there needs to be a meaningful meeting to sit down and try to move this forward."

"After how we've performed and how we brought in all the visitors, why can't we meet with you and discuss things and work out a compromise?" he said, addressing the question to Hein. [Trains News Wire]



**BALTIMORE CHAPTER TO HOST PRESERVATIONIST
DOYLE McCORMACK AT ANNUAL BANQUET**

BALTIMORE - Jan. 19, 2015 - The Baltimore Chapter of the National Railway Historical Society will host Doyle McCormack, president of the Oregon Rail Heritage Foundation, as the featured presenter for its annual banquet on March 21. McCormack will present a digital slide show on the rebuilding of his Alco PA-1, and will also discuss his experiences with former Southern Pacific 4-8-4 No. 4449, the American Freedom Train, The Oregon Rail Heritage Foundation, and other rail preservation projects.

The banquet will be held at 1 p.m. at the Heritage Parkville Gardens at the

Parkville Shopping Center, 7631 Harford Road, Parkville, MD 21234. Food will be served buffet style. The menu features roast beef, turkey, shrimp creole, veggies, sides, non-alcoholic beverages, and dessert, all included. There will also be a cash bar.

Advance reservations are required. Tickets are \$30 through March 7, and \$35 thereafter. To purchase by mail, send check or money order with the amount per person and attendees' names to the Baltimore Chapter Treasurer, 3025 Orlando Ave., Baltimore, MD 21234. [Trains News Wire]



**NO. 611 RESTORATION ON SCHEDULE
FOR SPRING COMPLETION**

SPENCER, N.C. - Jan. 19, 2015 - Despite North Carolina's often bipolar weather, work continues to forge ahead on Norfolk & Western Class J No. 611 at the North Carolina Transportation Museum. FireUp611! Committee Chairman Preston Claytor tells Trains News Wire the program is on schedule to be completed in late spring.

As of Sunday, a new rear flue sheet is installed, all the flues are installed, and known boiler work is completed. Hydrostatic testing is set to begin soon, according to Claytor. Hydrostatic testing involves seeing that the boiler can hold 25 percent greater than the working pressure of 300 pounds with water temperature being between 70 and 125 degrees Fahrenheit.

Additionally, No. 611's tender has recently begun the process of getting a new paint job. White primer was applied during the Martin Luther King Jr. holiday weekend.

Tours of the restoration shop are available. The one-hour tour includes a brief presentation about the history and restoration of the locomotive, followed by a look at the restoration efforts. Tours are available Fridays, Saturdays, and Sundays at 1:30 p.m. and are limited to 30 people. The cost is \$5 for adults and \$4 for children ages 3-12 and active duty military personnel. Tour cost is in addition to regular museum admission.

For information about how to help with the restoration effort, go to www.fireup611.org or call the Virginia Museum of Transportation at (540) 342-5670. [Trains News Wire]

THIS MONTH'S BANNER PHOTO

To commemorate the Penn Central's 47th anniversary, we have a Penn Central postcard advertising the then-new Metroliners in 1968.

OPERATION LIFESAVER REMINDS YOU...



*It's our pleasure
to have you
aboard*



PENN CENTRAL

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****FEBRUARY 15, 2015 - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING**

Ron Irwin will present another excellent travelogue showing the Chapter's 2014 trip to "Big Sky Country National Parks." View beautiful scenery and vistas as only Mother Nature can produce. **NOTE THAT THIS IS A SUNDAY AFTERNOON MEETING.**

MARCH 16, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING**APRIL 20, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING**

Our friend Paul Kutta returns with an interesting program entitled "Rails Then and Now, In and Near Lancaster County" about the changing railroad scene in our local area! Another one of Paul's fantastic programs, please consider bringing a friend.

CHAPLAIN CONTACT INFORMATION:

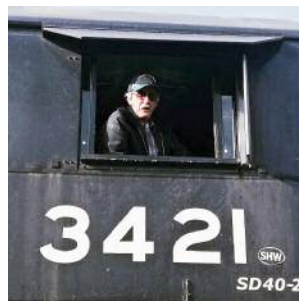
DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726

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

FOLLOW-UP TO THE JANUARY 2015 LANCASTER DISPATCHER:

Under "77 YEARS AGO THIS MONTH": Pennsylvania Railroad GG1 electric locomotive No. 4859, teamed with another GG1, No. 4887, pulled the last GG1-powered freight train, from Enola Yard to Wilmington, Del., on Nov. 21, 1979, with engineer Ed Wade of Camp Hill in charge.

From Norfolk Southern Corporation - January 2, 2015 - Wishing Ed "Greyhound" Wade a happy retirement on his last day on the job with us. Thanks for being part of our family for 40-1/2 years. Editor's Note: Starting with the Penn Central and continuing under Conrail to Norfolk Southern, Ed signed off for the last time at Harrisburg, Pennsylvania.

**INCLEMENT WEATHER NOTICE**

IF A CHAPTER MEMBERSHIP MEETING MUST BE CANCELLED DUE TO INCLEMENT WEATHER, THERE WILL BE A RECORDED MESSAGE ON THE CHRISTIANA FREIGHT STATION'S ANSWERING MACHINE - CALL 610-593-4968 FOR THE LATEST MEMBERSHIP MEETING STATUS. YOU MAY ALSO CHECK TV CHANNELS ABC 27 AND CBS 21 OR THEIR WEB SITES. IF THERE IS THE SLIGHTEST POSSIBILITY OF ICE OR SNOW ON THE ROADS, PLEASE FOLLOW THE SAFE COURSE AND STAY IN THE COMFORT OF YOUR HOME!

2015 MEMBERSHIP RENEWALS ARE DUE NOW!

DON'T MISS THE TRAIN! PLEASE REMIT YOUR 2015 NATIONAL N.R.H.S. DUES PAYMENT TO ENSURE THAT YOUR PAYMENT IS PROPERLY RECORDED AND YOUR MEMBERSHIP IS VERIFIED BY FERNLEY & FERNLEY BEFORE THE MARCH 31, 2015 DEADLINE. IF YOUR DUES PAYMENT IS NOT RECEIVED AND PROPERLY RECORDED BEFORE MARCH 31, 2015, YOUR MEMBERSHIP IN THE N.R.H.S. WILL BE TERMINATED. RENEWALS SUBMITTED AFTER APRIL 1, 2015 WILL BE PROCESSED AS A NEW MEMBER. LANCASTER CHAPTER DUES ARE NO LONGER INCLUDED IN YOUR NATIONAL RENEWAL AND MUST BE PAID DIRECTLY TO THE CHAPTER. THANKS FOR YOUR CONTINUED AND LOYAL SUPPORT.

LANCASTER CHAPTER BOARD of DIRECTORS

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

MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON **SUNDAY, FEBRUARY 15, 2015, STARTING AT 2:00 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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