

Alaska Railroad Engine No. 557 Comes Home

BY JONATHAN GRASS, ALASKA JOURNAL OF COMMERCE - JANUARY 15, 2012

THE ALASKA RAILROAD'S LAST OPERATING STEAM LOCOMOTIVE IS HAULED INTO THE ANCHORAGE TRAIN DEPOT BEFORE MOVING INTO STORAGE TO AWAIT REFURBISHMENT. THE RAILROAD NEEDS ABOUT \$500,000 TO COMPLETE THE WORK AND RETURN THE ENGINE TO SERVICE. PHOTO/MICHAEL DINNEEN/ FOR THE JOURNAL



A blast from the past hit the Alaska Railroad Corp. this month with the return of one of its original steam locomotives. There will be no museum or warehouse destination for it either. Engine No. 557 is ready to be renovated and put into service as a tourism vehicle.

This was Alaska's last operating steam engine. The locomotive was constructed in the mid-1940s for the U.S. Army, and last operated as part of the railroad in 1957. It was destined for the scrap heap in the early 1960s, but wound up as part of a museum in Moses Lake, Wash., instead. The Jansen family, owners of the Lynden company among other Alaska-based transportation businesses, later purchased the engine from the estate of the museum's owner.

Alaska Railroad President and CEO Christopher Aadnesen said that both the Jansens and former Sen. Ted Stevens had been trying to bring the engine back for years. The Jansens wanted to donate it and get the engine back home. After he assumed the chief position in late 2010, Aadnesen helped push the deal forward.

Engine No. 557 was transported into Anchorage this month, making a pit stop at the Railroad Depot before being carried into storage to await restoration.

The railroad has eight years to put it in service but Aadnesen is aiming for as early as 2013.

"We have a business case to put it back in a restricted kind of passenger service as a tourist attraction during the summers," he said.

The project will depend on volunteer and foundation donations — money from the railroad can't pay for it. It will cost more than \$500,000 to refurbish the locomotive and get it back into service, then it will need to pay for itself. All that remains is to finish the regulations of establishing a foundation to receive such funds.

"We have no doubt that it can be done," Aadnesen said.

Engine No. 557's needs concern cosmetic issues like cleaning and painting. It will be completely disassembled and put back together to satisfy survey and inspection requirements for federal agencies.

After that, 557 will require annual maintenance plus periodic Federal Railroad Administration recertification, which will also have to be covered in the business case.

The tender, which holds the oil for the fire, currently rests at the Museum of Alaska Transportation and Industry in Wasilla, and will join the engine for the restoration.

Aadnesen said the engine is actually in good working order and even operated a few years ago. Reports indicate the running gear is still in good shape.

"We have all sorts of know-how with railroad steam aficionados who live and work in Alaska and around the rest of the country who can make sure that we do it right," he said.

Original Trainmen

The railroad didn't have to look far to find train enthusiasts excited to see Alaska's only living steam engine brought back to life. Several even showed up to see it pull into the station.

Jeff Debroeck was among them. His lifelong passion for trains led to his rail career, where he's now a heavy equipment mechanic for the Alaska Railroad. He's spent 15 years working with steam locomotives for two Washington railroads and now has the chance to bring that expertise here.

"I've worked for the railroad for 13 years and that entire 13 years I've been waiting for this day," he said. "We're going to make this puppy operational."

Also in attendance was Weaver Franklin, one of the two last living engineers who operated 557.

Franklin, 89, started out on the railroad in 1946 as a first class mechanic then worked as both a fireman and engineer for locomotives.

"They was fun to operate. They had almost a personality all their own," he said.

Franklin talked about the evolution of the railroad and how these machines were a different breed than the diesel engines of today. Back when these machines were the primary trains, the fireman would spend his time shoveling coal or other fuels into the fire, and whistles from the engineers blasted to alert of any movements.

Franklin remembered the 1940s, when these steam locomotives were used to rehabilitate the railroad, which was one of the Alaska's biggest employers then with more than 2,000 employees.

These steam engines were vital for freight and passengers, serving as an integral transportation source between Fairbanks and Seward since there was no road system between the towns yet.

"We played a major part in keeping these municipalities running," he said.

Franklin and Patrick Durand, a railroad and Alaska historian, said the move toward diesel in the mid-1950s made the engineer's job easier. Those engines were more efficient but didn't require as many people to run them.

"It was a different world when they went to diesel," Franklin said.

Durand said the fact that steam engines requires water and coaling stations along the tracks, as well as the summer track maintenance crews, contributed to the large employee base that was no loner needed after the transition to diesel.

Franklin is sure the railroad will get No. 557 back to operating condition and looks forward to riding it again. He joked that he and Stuart White, 557's other living engineer, may be the only ones in the state who could still run it.

"I'm sure the Alaska Railroad is gonna put it back into operating condition. It will work. It'll take time and effort and some money," he said. "It will be quite a sight, I tell you. It'll go down in history."

The Long Journey Home.....





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



FINAL CALL - 2012 MEMBERSHIP RENEWALS ARE PAST DUE!

IF YOU HAVE NOT PAID YOUR 2012 DUES, THIS WILL BE YOUR LAST ISSUE OF THE *LANCASTER DISPATCHER*. MEMBERS NOT RENEWED BY MARCH 31, 2012 WILL BE DROPPED FROM NRHS RECORDS AND MUST REAPPLY AS A NEW MEMBER.



AMTRAK OUTLINES PLAN FOR NEXT PHASE OF IMPROVEMENTS AT LANCASTER TRAIN STATION

WILMINGTON, Del. – With the current work on the Lancaster Train Station project nearing completion, Amtrak announced Jan. 19 a detailed plan for the next phase of station improvements, the Capstone project. Starting as soon as work on the current phase is complete, Amtrak will begin work to restore the passenger areas into an accessible, comfortable and convenient station that is of historic significance.

"Passengers will see Amtrak crews begin making the improvements just as soon as the current project ends in the next few weeks," said Amtrak Sr. Director of Major Project Partnerships Marilyn Jamison. "Amtrak is eager to get started," she added. The first phase of the three phase Capstone project consists of short term items to be completed by Amtrak forces. Design work is currently underway and in the coming weeks work will begin on the restoration of the passenger areas of the station including the benches, doors and archways. In addition, some plaster work and molding restoration will be done in portions of the station. The station foyer, public hallways and restrooms will be painted and repairs will be made to the platform surface among other items. The second phase is long term work requiring a standard design-bid-build project delivery method. It includes items such as station lighting upgrades and rehabilitation, HVAC replacement and platform canopy repairs. The third phase involves work to be completed under the Amtrak Accessible Stations Development Program which will make improvements to the station's accessibility by all passengers, including the main waiting room, platform, restrooms and parking areas. This phase commenced in early January with survey work. Construction is expected to begin in mid-2013.

An advisory committee comprised of local stakeholders will be formed to provide input on the project.

The Lancaster train station serves Amtrak's *Keystone Service* (Harrisburg – Philadelphia – New York) and *Pennsylvanian* (Pittsburgh – Harrisburg – Philadelphia – New York). For fiscal year 2011, 539,338 passengers arrived or departed from the station making it the 3rd busiest Amtrak station in Pennsylvania and the 22nd busiest station in the Amtrak national network. [Amtrak]



BLET MEMBERS RATIFY AMTRAK CONTRACT

On Jan. 20, members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) ratified a new collective bargaining agreement with Amtrak. The final ballot tally indicated 77.5 percent voted in favor of the pact. The five-year agreement includes 10 general wage increases totaling 14 percent, compounding to 15 percent, over the life of the contract. The contract runs through Jan.

1, 2015, with retroactive pay to July 1, 2010, BLET officials said in a prepared statement.

Also under the contract, employee cost-sharing amounts for health and welfare coverage is capped at \$181.62 per month as of July 1, 2011, \$201 as of July 1, 2012, and \$230 as of July 1, 2013. In addition, vision care and medical coverage is extended up to age 26 for eligible dependents.

The contract covers more than 1,400 locomotive engineers who operate Amtrak passenger and commuter trains. BLET and Amtrak also agreed to three work-rule improvements. The union proposed changing rules that would give engineers greater flexibility with how they use their seniority, enable engineers to take a second week of vacation in single days and expand the biannual Optional Displacement rule in effect outside the Northeast Corridor to include two additional work zones. [Progressive Railroading]

AMTRAK MOVES AGGRESSIVE AGENDA FOR 2012

WASHINGTON – With demand for intercity passenger rail service on the rise as demonstrated by yet another year of record ridership, Amtrak is moving forward with an aggressive agenda for 2012 and building for the future while strengthening current services.

Among the key actions planned in the New Year are building the first units of 70 new electric locomotives and 130 new single-level long-distance cars, the national roll-out of eTicketing to all trains, and the further integration and advancement of Northeast Corridor (NEC) planning efforts to improve the existing Corridor and develop a high-capacity, next-generation high-speed rail (NextGen HSR) system.

"Amtrak is building the equipment, infrastructure and organization needed to ensure our strong growth continues into the future," said President and CEO Joe Boardman. "We are investing in projects critical for enhancing the passenger experience, essential for supporting our national network of services and vital for the future of America's Railroad."

Other significant projects in 2012 include: upgrading NEC tracks, bridges and other infrastructure; pursuing efforts to expand Acela Express capacity; advancing initial planning work for the Gateway Program to provide additional capacity into Manhattan for intercity, commuter and NextGen HSR services; improving station accessibility under requirements of the Americans with Disabilities Act; and continuing the development of a next-generation reservation system.

Boardman explained these and other projects support a strong focus on strengthening the Amtrak bottom line and its strategic goals of safety and security, customer focus, mobility and connectivity, environment and energy, and financial and organizational excellence.

He added the projects for 2012 follow and enhance recent accomplishments including a new all-time ridership record of nearly 30.2 million passengers in FY 2011 – the eighth ridership record in the last nine years. Among other major achievements in the past year, Amtrak also: made Wi-Fi available to 75 percent of all its passengers; launched an iPhone app; reduced its debt for the eighth consecutive year; and completed a massive renewal and integration of its financial, and procurement and materials management systems. [Amtrak]

AMTRAK MAJOR PROJECTS IN 2012

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NEXT-GENERATION HIGH-SPEED RAIL (NextGen HSR) AND NORTHEAST CORRIDOR (NEC) DEVELOPMENT

UPDATED NEC VISION PLAN - Amtrak's vision for developing a new high-capacity, 220 mph NextGen HSR system is being fully integrated within the NEC infrastructure and investment development program to bring together all funding, policy and planning decisions to ensure HSR projects are a critical element of NEC improvement efforts. Amtrak intends to release an update of the original Vision report in spring 2012 that will present further refinements to Amtrak's phased, stair-step implementation of world-class HSR encompassing both upgrades to existing NEC infrastructure to enhance capacity at key choke points, improve reliability and advance a state of good repair for existing and new high-speed, intercity, commuter and freight rail services and the development of the NextGen HSR system.

NEC HSR BUSINESS AND FINANCIAL PLAN - By mid-2012, Amtrak will complete a business and financial plan for its NEC HSR Vision that will identify potential public and private funding sources as well as strategies for financing, including maximizing private investment opportunities. In addition, it will address a variety of project financing issues such as risk, credit, debt and investment phasing.

8TH WORLD CONGRESS ON HSR - Amtrak is a partner and co-sponsor of the 8th World Congress on High-Speed Rail that will be held in Philadelphia in July 2012. The event is expected to attract some 2,000 attendees worldwide to exchange views on the development and achievements of high-speed rail. It is being organized by the International Union of Railways, the American Public Transportation Association and the American Association of Railroads.

FLEET REPLACEMENT AND EXPANSION

70 NEW ELECTRIC LOCOMOTIVES FOR THE NORTHEAST - The first units of a \$466 million order for 70 new electric locomotives will be built during 2012. They will operate at speeds up to 125 mph on the NEC (Washington – Boston) and up to 110 mph on the Keystone Corridor (Philadelphia – Harrisburg) replacing locomotives in service between 20 and 30 years with average mileage of 3.5 million miles traveled. The first units are expected to be in service in 2013.

130 NEW SINGLE-LEVEL LONG-DISTANCE CARS - The first units of a \$298.1 million order for 130 new single-level long-distance cars will be built during 2012, and includes sleepers, diners, baggage cars and baggage / dormitory cars. They will replace and supplement the existing fleet, improve financial and on-time performance, and allow Amtrak to retire the oldest cars still in service that date back to the 1940s. The first units are expected to be in service in 2013.

UPDATED FLEET STRATEGY PLAN - Amtrak intends to release an updated fleet strategy plan in the spring of 2012 with the latest analysis on replacing and expanding its existing conventional and high-speed rail fleet. It also will include discussion on how Amtrak plans to manage capacity to meet the forecasted growth in ridership across its national network.

NATIONAL NETWORK IMPROVEMENT PROJECTS

NATIONAL ROLL-OUT OF eTICKETING - Amtrak intends to roll-out eTicketing to all its trains nationwide by late summer 2012. Once fully deployed, passengers will receive their eTickets electronically which can either be printed at a location of their choice or opened on a Smartphone with the barcode displayed for the train conductor to scan. A successful pilot test of the technology was conducted in late 2011 on the Downeaster (Boston – Portland) and next will be tested in early 2012 on the Capitol Corridor (San Jose – Sacramento) and the City of New Orleans (Chicago – New Orleans.)

ADA STATION AND FACILITY ACCESSIBILITY IMPROVEMENTS - During 2012, Amtrak intends to spend \$50 million on construction at 10 stations, designing level-boarding platforms at 30 stations and interior designs at

57 stations, and beginning detailed assessments at an additional 53 stations to meet requirements of the Americans with Disabilities Act (ADA.)

LONG-DISTANCE ROUTE PERFORMANCE IMPROVEMENT PLANS - Amtrak will undertake an in-depth evaluation in 2012 of the top performing long-distance routes to identify and implement changes where possible to improve key measures such as customer service, ridership and financial and on-time performance. The five routes being analyzed are Auto Train (Lorton, Va. – Sanford, Fla.), Empire Builder (Chicago – Seattle / Portland), Southwest Chief (Chicago – Los Angeles), City of New Orleans (Chicago – New Orleans) and Coast Starlight (Seattle – Los Angeles.) A similar analysis was performed on the other 10 long-distance routes during 2010 and 2011.

NEXT-GENERATION RESERVATION SYSTEM - During 2012, Amtrak will continue a multi-year program to modernize its 30-year-old reservation system which is at the heart of passenger and train operations. The updated technology will make it easier for Amtrak to adapt to the rapidly changing needs of customers, enhance the customer experience by supporting new sales and reservation features such as enhanced shopping and booking functionality, and improve system performance and reliability while better integrating with other Amtrak business systems. The project is expected to be completed in 2014.

NEW TECHNOLOGY FOR ONBOARD FOOD SALES - In late spring 2012, Amtrak will begin a national roll-out of its new point-of-sale (POS) equipment on café cars on all routes, replacing the current cash register and credit card processing machines with technology that streamlines many sales functions in the food service cars. Passengers will experience improved customer service as café attendants will spend less time doing paperwork, faster transaction speeds, and clearer sales receipts, and Amtrak can quickly discern what items are popular and adjust menus accordingly. POS has been deployed on Pacific Surfliner (San Juan Obispo – Los Angeles – San Diego), Capitol Corridor (San Jose – Sacramento) and San Joaquin (Oakland – Bakersfield) trains since Oct. 2010 and on Acela Express since Nov. 2011. Amtrak will complete outfitting all café and dining cars with POS by late 2012.

SEATTLE MAINTENANCE FACILITY - Amtrak intends to complete in 2012 a \$42 million project to upgrade its Seattle King Street Coach Yard Maintenance Facility. It involves concurrent work on the first two phases of a four phase project designed to improve the capacity, efficiency and working conditions of the shops that perform inspections, testing and maintenance of locomotives and passenger rail equipment. Phase I consists of the construction of an enclosed structure over two tracks and large enough to allow an entire Amtrak Cascades train to be serviced indoors. Phase II consists of a new three-story structure that will include a materials warehouse for the storage of parts, administrative offices and other facilities for personnel who presently work out of mobile trailers.

MAJOR NEC INFRASTRUCTURE IMPROVEMENT PROJECTS

ADVANCING GATEWAY PROGRAM - Amtrak intends to spend \$15 million in 2012 for planning and other pre-construction activities on its Gateway Program to provide additional capacity into Manhattan for Amtrak intercity and New Jersey Transit commuter services, including the proposed NextGen HSR system. The overall scope includes building two additional tunnels under the Hudson River to access expanded terminal facilities serving New York Penn Station and the future Moynihan Station on the site of the former Farley Post Office. It also will replace and expand the century old Portal Bridge over the Hackensack River and increase from two to four the number of tracks between Newark and New York. Specifically, the funding in 2012 will be used for planning, design and preliminary environmental review for project elements as well as to begin utility relocation for the Portal Bridge project which is currently in the final design stage.

160 MPH HSR UPGRADES IN NEW JERSEY - In 2012, Amtrak will advance design, engineering and other pre-construction activities for a \$450

million project funded by the federal high-speed rail program that will boost top train speeds from 135 mph to 160 mph along a 24-mile section of the NEC between Trenton and New Brunswick, New Jersey. The project supports the goals of the Gateway Program and includes upgrading track, electrical power (frequency converter capacity and additional substations), signal systems and overhead catenary wires to permit the faster speeds and also reconfigures track switches at the western entrance to New York Penn Station to mitigate congestion issues. Major construction work will begin in 2013 with project completion expected in 2017.

NIANTIC RIVER BRIDGE REPLACEMENT - In 2012, Amtrak is continuing



construction on this \$125 million multi-year project to replace the movable Niantic River Bridge originally built in 1907 and located between East Lyme and Waterford, Conn. Partially funded by the American Recovery and Reinvestment Act, the new bridge will enable Amtrak to increase speeds and minimize traffic and

delays. The project involves constructing a new two-track, electrified railroad bascule bridge just south of its present position, new track alignments on both approaches to the bridge and expansion of the navigation channel beneath the bridge and an increase in the vertical under-clearance above the water for the benefit of river traffic. Also, sections of the Niantic Bay Overlook boardwalk will be reconstructed and the beach replenished. The project is expected to be completed in May 2013. *Photo by Sean D. Elliot, The (New London, Ct.) Day*

NEW YORK EAST TUNNEL TRACK WORK - Amtrak will continue work on a \$72 million multi-year project in 2012 to replace track in all four of its East River tunnels that access New York Penn Station. The track structure for the full length of each tunnel will be replaced, including new ties, rail, and ballast plus other drainage improvements. The project will improve the reliability of both Amtrak intercity and Long Island Railroad commuter rail services and is expected to be completed in mid-2015.

SAFETY AND SECURITY

POSITIVE TRAIN CONTROL (PTC) - By the end of 2012—three years ahead of a Congressional deadline for the rail industry— Amtrak intends to complete a \$12.8 million project to install PTC technology capable of controlling train movements to prevent collisions on sections of Amtrak-owned tracks along the NEC not already equipped with the sophisticated safety technology. Federal funds are covering 80 percent, or nearly \$10.3 million of the cost.

ENHANCING SECURITY - In 2012, the Amtrak Police Department will expand its comprehensive rail security efforts to provide increased right of way protection to detect and deter terrorists seeking to derail passenger trains, particularly those operating on the Amtrak-owned NEC. In addition, efforts will be made to re-engage passengers and the public as part of its Partners for Amtrak Safety and Security program and "If you See Something, Say Something...Hopefully, its Nothing" public awareness campaign to encourage individuals to report behaviors or activities that are unusual or out of the ordinary such as trespassers and suspicious packages by calling Amtrak Police at 1- 800- 331-0008. [Amtrak]

AMTRAK 110 MPH MICHIGAN SERVICE CELEBRATION

NEW BUFFALO and KALAMAZOO, Mich. – A special train operating at a maximum speed of 110 mph Feb. 15 celebrated the inauguration of the first expansion of regional high speed rail outside the Amtrak-owned Northeast Corridor. Aboard were federal, state and local leaders welcomed by Amtrak and the Michigan Department of Transportation (MDOT).

Amtrak began raising speeds on this corridor from 79 mph in 2001 to 90 mph in 2002 and to 95 mph in 2005. Sustained operations at 110 mph will

shave 10 minutes from the 95 mph schedules and about 20 minutes from the 2001 schedules on the Amtrak-owned segment of the corridor.

The Incremental Train Control System (ITCS) installed on the Amtrak-owned Michigan District between Kalamazoo and Porter has been developed by General Electric Transportation with assistance from Amtrak, MDOT and FRA. ITCS continually monitors the condition of signals, switches and crossings, is full-featured, vital positive train control system with a display in the locomotive control cab.

Amtrak extended ITCS coverage to the western and eastern ends of the line between Porter and Kalamazoo last year, completing the system across 97 miles of track and permitting the higher speeds on about 80 miles of the route, 64 miles in Michigan and 16 in Indiana. The FRA granted approval for regular service at 110 mph (177 kph) on Jan. 27, 2012.

Amtrak and the Illinois Department of Transportation have on similar plans on the Chicago-St. Louis corridor where federal regulations also require the use of a train control safety technology. That will be the second 110 mph "spoke" from an Amtrak Chicago "hub." [Amtrak]



USDOT AWARDS \$18.5 MILLION FOR REPAIR OF DELAIR BRIDGE

The U.S. Department of Transportation has announced that the South Jersey Port Corporation will receive an \$18.5-Million TIGER III (*Transportation Investment Generating Economic Recovery - Ed.*) grant to repair Conrail's Delair Bridge, which links the rail networks of Pennsylvania and New Jersey.

This major connection will be repaired to accommodate the transport of industry-standard 286,000 lb. rail cars and enhance freight movement throughout the northeast region. This project is part of a larger effort to repair the rail network from the Delair Bridge to the Port of Salem, including the ports of Paulsboro and Camden, which must be significantly upgraded to accommodate the anticipated increased demand in rail and port traffic.



The Delair Bridge accommodates freight traffic from all over southern and central New Jersey. The repair of that bridge means that it will have the capacity to safely handle the growth in freight movements, which is anticipated to increase to over 152,000 car loads annually. The repairs will

support expansion of development and growth in rail and freight traffic regionally and nationally. Shipments over the Delair Bridge to the Ports of South Jersey are anticipated to support the burgeoning development of the off-shore wind energy industry. In addition, Conrail, which is a wholly owned subsidiary of CSX and Norfolk Southern, is contributing \$12.5 million to the project. This accounts for more than 37% of the total project cost. [U.S. Department of Transportation]



CUSTOMERS LOCATE ON CSX IN 17 STATES IN 2011

JACKSONVILLE, Fla. - January 5, 2012 - Customers across manufacturing, consumer goods, energy and other markets committed to 124 new or expanded facilities on CSX and its short line railroad partners in 2011, driving job growth and other economic benefits in 17 states. The new or expanded facilities represent nearly \$1.4 billion in customer investment.

"Despite ongoing economic uncertainty during 2011, our customers continue to demonstrate strong interest in rail service and CSX in particular," said Clark Robertson, Assistant Vice President-Regional Development. "It is testimony to the underlying value proposition that rail offers."

The facilities will be built or expanded on CSX lines and on some of the more than 240 short lines and regional railroads that connect to CSX. Ultimately, these facilities will contribute more than \$230 million in annual revenue to CSX, Robertson said.

For many customers, railroad fuel efficiency is an important factor when it comes to choosing transportation, and CSX trains are capable of moving a ton of freight nearly 500 miles on a gallon of fuel. That means significantly lower carbon emissions than trucks. Another factor is connectivity to marine ports, and CSX reaches more than 70 ocean, lake and river ports.

CSX also offers its certified Select Site program to manufacturing firms seeking new plant locations along CSX's network, as well as track design and logistics expertise. The company's TRANSFLO transload services offer a way for non-rail served shippers to connect to the North American rail network. Contact a regional development expert by clicking on the Customer tab on www.csx.com. [CSX Corp.]

CSX ANNOUNCES RECORD FOURTH-QUARTER AND FULL-YEAR 2011 EARNINGS PER SHARE

JACKSONVILLE, Fla. - January 23, 2012 - CSX Corporation (NYSE: CSX) today announced fourth quarter 2011 earnings of \$0.43 per share, versus \$0.38 per share in the same period last year. This represents a 13 percent year-over-year improvement in earnings per share and a fourth quarter record. The results were driven by revenues of nearly \$3.0 billion, operating income of \$841 million and an operating ratio of 71.5 percent.

"CSX once again delivered record earnings per share while investing in resources to support high customer service levels and growth in the near- and long-term," said Michael J. Ward, chairman, president and chief executive officer. "Our performance in 2011 has set a strong foundation for growth, and CSX remains committed to achieving a 65 percent operating ratio by no later than 2015."

For the full year, CSX generated record performance in revenue, operating income, operating ratio and earnings per share. Revenues increased 10 percent to \$11.7 billion, operating income rose 11 percent to \$3.4 billion, the operating ratio improved to 70.9 percent, and earnings per share improved 24 percent to \$1.67. [CSX Corp.]

CSX OFFERS PRE-CERTIFIED, RAIL-READY SITES FOR FAST-TRACK INDUSTRIAL DEVELOPMENT

JACKSONVILLE, FLA. - January 10, 2012 - CSX has introduced a new program, CSX Select Sites, offering customers an easy way to access certified, rail-ready properties for a variety of industrial uses.

The company invites interested parties to view its new web page with easy-to-use, GIS-enabled search features that show high-resolution views of topography, rail and road layouts, and other significant characteristics of each Select Site parcel. The CSX Select Site designation indicates "green light" properties along the CSX network where projects can move forward rapidly because all known risk factors have been identified and potential issues resolved.

To receive the CSX Select Site designation, the sites - from 100 to 1,000 acres - must meet a rigorous list of key criteria, including infrastructure and utility availability, environmental reviews, appropriate zoning and entitlement, air quality permitting, rail serviceability, proximity to highways or interstates and other attributes. CSX has partnered with The Austin Company, a nationally known site selection and certification consulting firm, to screen candidate sites and assist communities with the application and certification process. CSX welcomes inquiries about candidate sites from industrial property owners and economic development organizations. Thus far, five sites have been certified and 11 are in the certification process. Click on the "Have a Site?" button on the Select Site homepage to submit your property characteristics and request consideration for the Select Sites program. Designated CSX Select Sites will benefit from increased marketing exposure via the web site, press

releases and promotion materials, and direct marketing to site selection professionals.

CSX has previously partnered with McCallum Sweeney Corporation to certify "Mega" sites - properties over 1,000 acres targeted to appeal primarily to automobile manufacturers. To date, CSX has assisted five communities across its network with a Megasite certification. A listing of CSX Certified Megasites can also be found on CSX's website. [CSX Corp.]



NORFOLK SOUTHERN FACILITATES \$9.5 BILLION IN INDUSTRIAL INVESTMENT IN 2011

NORFOLK, VA. - Norfolk Southern Corporation participated in the location of 73 new industries and the expansion of 27 existing industries along its rail lines in 2011. New plants and expansions announced in 2011 represented an investment of \$9.5 billion by Norfolk Southern customers and are expected to create 6,800 jobs in the railroad's territory, in future years potentially generating more than 152,000 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 new and expanded facilities.

"The energy sector was once again a major contributor to these new plants and expansions," said Newell Baker, assistant vice president industrial development. "Norfolk Southern assisted in the location or expansion of 27 energy-related facilities in 15 states across our service area. Coal projects led the way, contributing 41 percent of the potential new rail traffic in future years. In addition, Marcellus Shale gas exploration projects increased in 2011, and we expect this trend to continue. Industrial investment along our rail lines in 2011 also was bolstered by strong rebounds in the metals and automotive sectors."

The balance of other projects secured during 2011 was distributed among several of the broad product areas Norfolk Southern serves.

Norfolk Southern works with state and local economic development authorities on projects involving site location and development of infrastructure to connect customers to its rail system and provides free and confidential plant location services, including industrial park planning, site layout, track design, and logistics assistance. During the past 10 years, Norfolk Southern's Industrial Development Department has participated in the location or expansion of 1,053 facilities, representing an investment of \$30 billion by NS customers and generating more than 46,000 jobs by those NS customers companies in the territory served by the railroad. [Norfolk Southern Corp.]

NORFOLK SOUTHERN REPORTS 2011 FOURTH-QUARTER AND FULL-YEAR RESULTS

NORFOLK, VA. - Norfolk Southern Corporation Jan. 24 reported record fourth-quarter net income of \$480 million, 19 percent higher compared with \$402 million for the same quarter of 2010. Diluted earnings per share were a record \$1.42, up 30 percent compared with the \$1.09 per diluted share earned in the same period a year earlier.

For 2011, net income increased to an all-time record \$1.9 billion, 28 percent higher compared with \$1.5 billion for 2010. Diluted earnings per share for the year increased 36 percent, or \$1.45, to a record \$5.45, compared with 2010.

"Norfolk Southern achieved all-time records for revenues, operating income, net income, and earnings per share during 2011, and set fourth-quarter records for revenues, net income, and earnings per share," said Norfolk Southern CEO Wick Moorman. "In 2012 we will remain committed to enhancing our service product, maintaining the safety and quality of our rail network, improving operational efficiency, and supporting growth."

"Our strong capital program of \$2.4 billion will include substantial

investments along our Crescent Corridor, a public-private partnership to create a high-capacity, truck-competitive intermodal freight rail route between the Gulf Coast and Northeast," Moorman said. "As part of this program of projects, we plan to open intermodal terminals in Alabama, Pennsylvania, and Tennessee later in the year. Facilities such as these relieve congested freight lines and highways, and are proven centers for creating jobs and economic development."

Railway operating revenues increased to \$2.8 billion, a fourth-quarter record, up 17 percent compared with the same period a year earlier. For 2011, railway operating revenues set an all-time record \$11.2 billion, 17 percent higher compared with 2010. The improvements were the result of increases in revenue per unit of 11 percent for the quarter and 12 percent for the year and higher volumes that were up 6 percent for the quarter and 5 percent for the year.

General merchandise revenues rose to \$1.4 billion, up 13 percent compared with fourth-quarter 2010. For 2011, general merchandise revenues increased to \$5.6 billion, 12 percent higher compared with 2010. Traffic volume increased 1 percent in the quarter and was even for the year compared with the same periods of 2010.

Coal revenues in the fourth quarter were \$850 million, up 24 percent compared with the same period last year. For 2011, coal revenues were \$3.5 billion, 27 percent higher compared with 2010. Traffic volume increased 3 percent in the quarter and 4 percent for the year compared with the same periods of 2010.

Intermodal revenues were \$554 million, up 18 percent compared with fourth-quarter 2010. For the year, intermodal revenues were \$2.1 billion, up 19 percent compared with 2010. Traffic volume increased by 11 percent in the quarter and 10 percent for 2011 compared with the same periods of 2010.

Railway operating expenses were \$2 billion for the fourth quarter, 14 percent higher compared with the same period a year earlier. For 2011, railway operating expenses were \$8 billion, up 16 percent compared with 2010. The increases were primarily driven by fuel expenses, which rose by \$95 million in the fourth quarter and \$510 million for the year, and higher costs associated with increased traffic volumes.

Income from railway operations increased 25 percent for the quarter to \$800 million and improved 20 percent to a record \$3.2 billion for the year, compared with the same periods of 2010.

Fourth-quarter 2011 results included \$11 million in deferred income tax benefits attributable to state tax law changes. The year included \$68 million of favorable, non-recurring income tax benefits.

The fourth-quarter railway operating ratio improved by 2 percent to 71.4 percent compared with the same period last year. For 2011, the railway operating ratio improved by 1 percent to 71.2 percent compared with 2010.

[Norfolk Southern Corp.]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN MARCH

Mar. 30, 1902 - New Rockville Bridge opens; 4-track, 48-span stone arch bridge; eastbound *Atlantic Express* is first train to cross at 9:00 AM.

Mar. 16, 1907 - Northbound tracks on Wilmington, Del., track elevation open.

Mar. 27, 1912 - PRR Board authorizes multiple-tracking on Connecting Railway including Schuylkill River bridge; authorizes automatic block signals between Mount Carbon and Pottsville, Pa.; authorizes maintaining a dual horse and taxicab service at Philadelphia for one year.

Mar. 14, 1917 - PRR Road Committee orders closing Maple Avenue station

in West Chester and replacement by station at Biddle Street.

Mar. 30, 1922 - PRR places orders with five builders for 190 P70 coaches, 35 PB70 combines, and 25 baggage-mail cars; 20 dining cars are being built at Altoona, and the LIRR has ordered 50 cars.

Mar. 23, 1927 - PRR begins moving into new General Office Annex at 15 North 32nd Street in West Philadelphia; headquarters remains in Broad Street Station, but most other offices in the city are vacated in favor of the new structure.



Mar. 1932 - PRR issues fourth historical poster by Newell Convers Wyeth, George Washington supervising the construction of the White House: depression halts production of other eight paintings in projected series.

Mar. 2, 1937 - PRR signs Authorization for Expenditure for 21 PRR-built lightweight and rebuilt cars for *Broadway Limited*, *Liberty Limited*, and *The American* at cost of \$1.35 million and 51 lightweight Pullman sleepers for same service for \$3.9 million.

Mar. 1942 - Class T1 4-4-4-4 prototype No. 6110 road tested on Maryland Division between Philadelphia and Baltimore under supervision of Baldwin personnel.

Mar. 20, 1945 - PRR announces completion of design of Class V1 "Triplex" 9,000 HP 2-D+2-D steam turbine locomotive to be built jointly with Baldwin and Westinghouse; to be 137.5 long; falling revenues after end of war preclude construction.

Mar. 31, 1952 - Philadelphia-Camden ferry makes last run at 9:10 PM.

Mar. 19, 1954 - New ore pier No. 122 at Greenwich, South Philadelphia, opens; used for imported iron ore; rubble from Broad Street Station and Chinese Wall used as fill under pier and yard.

Mar. 22, 1957 - PRR announces sale of old 1870s westbound station at Ardmore to Suburban Square Shopping Center for \$200,000. To be demolished for new shopping center, station was first to be sold as part of PRR campaign to sell stations to cut property taxes.

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



Mar. 20, 1972 - Philadelphia auctioneers Samuel T. Freeman & Co. begin three day auction of former PRR General Office Library and memorabilia collection in 30th Street Station; items sold include some models from 1893 World's Columbian Exposition; Pennsylvania Historical & Museum Commission is among biggest purchasers; ex-Pres. Walter S. Franklin attends; auction raises \$114,360, well under Trustees' projection of \$250-500,000.

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



BIG BLUE MEMORIES

CONRAIL EVENTS IN MARCH



Mar. 3, 1976 - Conrail Chairman Edward G. Jordan announces structure of top management; draws from old companies, other railroads and from outside the railroad industry; reporting to Chairman Jordan are: Senior VP-Strategic Planning Leo F. Mullin (ex-McKinsey & Co.); Chief Financial

Officer, VP & Treasurer Robert V. Wadden (non-railroad); VP-Public Affairs Donald J. Martin (ex-Scott Paper); VP-Government Affairs John L. Sweeney (private consultant); and Assistant VP-Executive & Organizational Development David R. McCarthy (ex-DOT).

Mar. 31, 1976 - During afternoon and evening, controls gradually shifted from operations centers of Erie Lackawanna (Cleveland), Lehigh Valley (Bethlehem), and CNJ (Elizabethport) to Conrail center at Philadelphia.

Mar. 27, 1977 - New York Times reports that thieves are stealing millions of dollars worth of goods from Conrail's piggyback terminal at Kearny Yard in North Jersey annually.

Mar. 14, 1983 - L. Stanley Crane accepted Modern Railroads magazine's "Man of the Year" award in Chicago.

Mar. 24, 1985 - First Conrail television advertisement debuts in Philadelphia.

Mar. 26, 1987 - Largest public stock offering in American history.

Mar. 23, 1990 - First train of 87 new 100-ton bathtub hoppers runs from Bailey Mine to Baltimore, Md.

Mar. 1, 1995 - Harrisburg Division combined with Philadelphia Division.

Big Blue Lives - Only Smaller!



TIMETABLE 03 -12

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

Through Sunday, July 1, 2012

Trains in the Lehigh Valley exhibit at the Lehigh Valley Heritage Museum, 432 W. Walnut Street, Allentown, Pa 18102. Information: 610-435-1074 or www.lehighvalleyheritagemuseum.org.

Sunday, March 11, 2012

Atlantic Division TCA Train Meet at the Plumber's Union Hall in Philadelphia, Pa. Info: Bob Lubonski - 856-608-9265 or sas@scientificapparatus.com.

Saturday, March 17, 2012

Twenty Sixth Annual Harrisburg Railroad Show & Collectors Market at the I. W. Abel Union Hall, 200 Gibson St., Steelton, Pa. 17113 by the Harrisburg Chapter, NRHS. Info: www.harrisburgnrhs.org.

Friday through Sunday, March 23-25, 2012

Railroad Prototype Modelers Valley Forge sponsored by the Philadelphia Division, MER, NMRA at The Desmond Great Valley Hotel and Conference Center in Malvern, Pa. Info: www.phillynmra.org.

Saturday and Sunday, March 24-25, 2012

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

Saturday and Sunday, March 31-April 1, 2012

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

Friday through Sunday, April 6-8, 2012

Easter Bunny Train on the Strasburg Rail Road.

Saturday and Sunday, April 14-15, 2012

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

Thursday through Saturday, April 19-21, 2012

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

Friday through Sunday, April 20-22, 2012

NRHS 2012 Spring Conference at Richmond, Va. hosted by the Old Dominion Chapter.

Saturday, April 21, 2012

Delaware Train Show at the Nur Shrine Temple, Rt. 13 - 198 S. Dupont Hwy., New Castle, De. 19720. 9am to 2pm. Info: www.toysshows.org.

Thursday through Sunday, April 26-29, 2012

2012 Mid-Central Region Convention hosted by the National Model Railroad Association, Mid-Central Region, Division 2, the Keystone Division at the Pittsburgh Radisson in Pittsburgh, Pa. Info: www.highlinetopittsburgh.org.

Sunday, May 6, 2012

"Farewell to the Faithful Silverliners" by the Philadelphia Chapter, NRHS. Tickets \$50 each - will cover the Chestnut Hill West, Cynwyd, Fox Chase and Norristown lines. Information and order form at www.phillynrhs.com.

Saturday, May 12, 2012

National Train Day. Activities, equipment displays, promotions, and entertainment at Washington, Philadelphia, Chicago, and Los Angeles, plus additional events at stations and railroad museums nationwide.

Saturday, May 12, 2012

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

Monday and Tuesday, May 21-22, 2012

Valley Railroad Photo Charter with New Haven 2-8-2 No. 3025 at Essex. CT. Info: www.leroproductions.com/valleycharter2012.html.

Saturday, June 16, 2012

Susquehanna Limited from Washington, DC to Harrisburg, Pa. via the NEC and Port Road, to Middletown and the Roy(alton) Branch to Columbia to rejoin the Port Road and return to DC. Sponsored by the Conrail Historical Society, Inc. Info: <http://www.crhstrips.com>.

Sunday through Monday, June 17-25, 2012

2012 N.R.H.S. National Convention in Cedar Rapids, Iowa. This is the first N.R.H.S. National Convention to be held in Iowa! Info: www.nrhs.com.

Saturday, June 30, 2012

"Founder's Day" excursion from Scranton to Delaware Water Gap Township by Steamtown National Historic Site. Info: www.nps.gov/stea.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Sunday, Mar. 11, 2012

Charter Day

Saturday, Apr. 21 through Sunday Dec. 30, 2012

EXHIBIT: Role of Railroads in Pennsylvania During the Civil War

Friday, May 11 through Sunday, May 13, 2012

Conrail Days - Highlights the equipment, history and people of Conrail, presented in partnership with the Conrail Historical Society.

NEW ROUNDHOUSE DESIGN WELL UNDERWAY



The plans for our new roundhouse are nearly done, as seen in the architect's rendering left. Following release of construction funds, bidding is expected to take place.

In conjunction with the pending major revamping of our train exhibits, the entire interpretive experience will have been reshaped, allowing for more effective management and presentation of our wonderful railroading artifacts. [Railroad Museum of Pennsylvania]



Mar. 1, 1897 - Reading, CNJ, Western Maryland Railroad, C&O and N&W establish Blue Ridge Despatch fast freight line.

Mar. 10, 1912 - 26 southward trains with a total of 1,082 cars depart Newberry Jct., Pa.

Mar. 1, 1948 - Reading inaugurates *The Wall Street*, a rush hour express between Philadelphia and Jersey City; five heavyweight cars "streamstyled" and air conditioned at Reading Shops.

Mar. 3, 1962 - First preliminary engineering report on Philadelphia Center City Commuter Connection by McCormick, Taylor Assoc., issued in Jan. 1962, made public; plan links PRR and Reading commuter lines under Filbert Street, including new underground station to replace Reading Terminal; estimates cost at \$37 million.

Mar. 8, 1968 - ICC rejects petition of Reading, CNJ and Western Maryland for protection from loss of traffic through Penn Central merger.

Mar. 28, 1975 - Ross Rowland's American Freedom Train, a steam-powered exhibition train modeled on the earlier Freedom Train, leaves Washington for Boston behind ex-Reading 4-8-4 No. 2101; locomotive is painted blue, renumbered No. 1 and given name *America*.



FEBRUARY, 2012 CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, February 19, 2012. The meeting was called to order at 3:00 p.m. by President Tom Shenk with 52 members and a cute puppy named *Nellie* (owned by chapter member Richard Brenner) present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the January Membership Meeting minutes. Steve Himpl approved the motion and Evan Russell seconded the motion. The January Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice-President Ron Irwin reported that there are 144 regular memberships and 82 family memberships. Ron reminded Chapter Members who have not renewed their memberships to please do so. Ron sent out a few new Membership Applications. Ron welcomed new Chapter Members Terry and Patricia Frantz, who were in attendance at the meeting. Ron also will be working on making a new Membership Roster. Fred Kurtz is working on making the necessary changes to the Chapter By-Laws. Tom Shenk reported some problems with chapter newsletters being returned undeliverable and damaged. Editor Ed Mayover suggested sending the newsletter in an envelope. Tom will try using larger mailing tabs to keep the newsletter closed. Also, the electronic version of the newsletter would help decrease damaged newsletters and cost. The Chapter Board is not planning on raising the chapter dues at this time. Contact Fred if you're interested in receiving the electronic version of the *Lancaster Dispatcher*.

CHAPLAIN: Chaplain Doris Geesey read "The Gift of Life." Doris announced that she sent Sympathy Cards on behalf of the Chapter to Fred and Rosalee Kurtz on the passing of Rosalee's mother and to Tom and Rochelle Shenk on the passing of Rochelle's grandmother. Doris also announced that Arthur Lubitz had another surgery on his brain. Bob Hess

informed Doris that his wife, Doris, has dementia and was placed in a care facility. Doris also received a Thank You card from Evelyn Swarr. Doris asked the chapter membership to continue prayers for Arthur.

TREASURER: Treasurer Richard Rutledge gave the Treasurer's Report for the month of January. Richard contacted the bank and since we are a non-profit organization we do not get charged a service charge. The bank removed the service charge.

TRIPS: Dennis Allen announced that the next chapter trip will be September 1 to September 9, 2012. Dennis reported that the airfare is taken care of and the group will fly out of the Philadelphia Airport.

NATIONAL DIRECTOR'S REPORT: Tom Shenk announced that there will be 25 seats available on the National Board. The 18 positions will be appointed and only 7 will be elected (1 President, 1 vice president and 5 Global Directors). National is divided into 7 districts and 2 directors will be elected from each district. John Sweigart and Smoke Shaak have declined to run for the new positions. The new By-Laws must be changed from National Director to National Representative.

ANNOUNCEMENTS: Tom Shenk reported on the meeting with Amtrak to discuss the Christiana Freight Station lease. On January 20th, Glenn Kendig, Bud Rettew, and Tom Shenk met with Amtrak, Bob Garrett (PennDOT) and Richard Robyak (Michael Baker Jr.) to discuss renewing the lease of the Christiana Freight Station for another 15 years. Glenn also approached Amtrak about adding the Passenger Station across the railroad tracks to the same terms and conditions as our current Freight Station lease. Tom Shenk was asked to serve on the Lancaster Train Station Advisory Committee. Tom informed the Lancaster Train Station Committee that the Chapter was responsible for repairing the clock at the Amtrak Station and getting the Amtrak Station plaque. Ron said there is also a rolling display at the Amtrak Station. Tom will check to determine if there is any memorabilia the Chapter can use and display. Glenn Kendig announced that he received the block of 350 tickets from the Strasburg Rail Road. If anyone is interested in purchasing Strasburg Rail Road tickets, contact Glenn. The tickets will be sold for half of the Strasburg Rail Road ticket price (currently \$14.00). Cindy Kendig announced that a Movie Night will be held at the Christiana Freight Station on Saturday, May 5, 2012. The Chapter will be working with the Christiana Lions Club to sponsor the movie night. Tom Shenk announced that the Christiana Freight Station Spring Clean-up will be held on Saturday, May 19, at 9:00 a.m. The Christiana Fire Company is holding a breakfast the same day. Interested Chapter Members can meet at the Fire Company at 7:30 a.m. before going to the cleanup. Joan Shearer and Eileen Stoll are looking for volunteers to sign up for the kitchen. If interested, contact Joan or Eileen to see which months are still available. Steve Himpl reported that the caboose needs a new floor. Steve and Glenn are contacting various contractors about replacing the caboose floor. Tom thanked Linda Himpl for her excellent work in organizing the Library. If anyone is interested in taking out any books or videos from the library contact Linda. Steve also reported that the chapter radios will be useless after January 2013 because of going from broadband to narrowband. To renew our license would cost \$360.00 for 10 years. The cost of new radios would be about \$430.00 each. If the Chapter decides to get new radios, we would not get twelve as we presently have but only purchase six or eight. The Chapter presently rents the radios out and we receive about \$100.00 for rentals. Steve also mentioned the chapter has (child size) conductor hats available. Tom announced that the Monday, July 16 Chapter Meeting would be an "Away" meeting. Marlyn Geesey is checking into Stewartstown or Williams Grove as possible locations. The Monday, August 20 Chapter Membership Meeting will be held at the Strasburg Rail Road. The last train will run at 7:00 p.m. and tickets will only cost \$5.00. Tom announced that the March 18 Chapter Meeting will be held on Sunday at 3:00 p.m. The Chapter Membership Meetings will return to Monday nights in April. Tom announced that the next Board Meeting will be held on Monday, May 14, 2012 at the Travel Time Office at 7:30 p.m. This year's Annual Banquet will be on Friday, November 16, 2012 at the Revere

Tavern. The speaker will be Roger Thorne, giving a presentation about "moving German POW's through Paoli on the Pennsylvania Railroad."

ADJOURNMENT: The Chapter Meeting was adjourned at 3:45 p.m. for the program. Glenn Kendig presented the program "Trolley: The Cars That Built Our Cities."

RESPECTFULLY SUBMITTED: DONETTA M. EBERLY - SECRETARY



**LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS**

ELECTRO-MOTIVE TO CLOSE LONDON PLANT



LONDON, Ontario - Friday, February 3, 2012 - Electro-Motive Diesel said today that the company intends to permanently close its London manufacturing facility. The company informed union and Canadian government officials of the closure this morning.



CAW WORKERS PICKET OUTSIDE AT THE ELECTRO-MOTIVE PLANT IN LONDON, ONT., ON FEB. 3, 2012. PHOTO: MARK SPOWA - CANADIAN PRESS

The move comes after EMD locked out union workers at the plant on Jan. 1 when the current labor agreement expired. EMD had asked workers to take a 50 percent reduction in pay, a move that was rejected by the

Canadian Auto Workers, which represent about 460 workers at the plant. "It is regrettable that it has become necessary to close production operations at the London facility," Electro-Motive said in a statement. "The cost structure of the operation was not sustainable and efforts to negotiate a new, competitive collective agreement were not successful."

A letter from President and CEO Billy Ainsworth to employees obtained by *Trains* magazine, said:

As you know, we compete in a global marketplace where orders for locomotives are won or lost based on extremely competitive pricing and

the ability to meet short turnaround times. All facilities within EMC (*Electro-Motive Canada - Ed.*), Electro-Motive Diesel and Progress Rail Services must achieve and maintain competitive costs, quality and operating flexibility to win in the global marketplace. The London plant, primarily because of an antiquated labor contract, faced serious competitive disadvantages."

Ainsworth continued: "Even though EMC's final offer addressed these competitive disadvantages, the union would not accept our offer. The gulf between the company and the union was simply too wide to resolve. Market conditions made today's regrettable decision unavoidable."

The London plant became EMD's primary locomotive manufacturing facility after it closed its famous plant in La Grange, Ill., in 1992. EMD opened a new plant in Muncie, Ind., in 2011, and Ainsworth said the company will transfer London's work to other operations in North and South America.

EMD was purchased in 2010 by Progress Rail Services Corp, which is owned by machine manufacturer Caterpillar Inc. [*TRAINS News Wire*]

THIS MONTH'S BANNER PHOTO

Artist's rendition of Baltimore & Ohio Railroad's No. 51, Electro-Motive Model EA-EB diesel locomotive, from a 1938 advertising folder.

READING COMPANY TOWER ANNOUNCED

16TH ST. JUNCTION TOWER



The Reading's 16th Street Junction Tower was located in Philadelphia at the intersection of the Norristown branch and the PG&N branch which will tie into the North Penn branch. The tower is north of the North Broad Street station.

Designed by Bethlehem Car Works, the HO scale kit is made of laser cut wood. The lower section has laser cut bricks. The window section is copper clad (painted green). The roof and chimney are resin castings. Cost to Lancaster Chapter Members is \$105.00 plus \$6.30 PA sales tax plus \$12.00 for shipping (total = \$123.30).

Orders should be sent to Reading Company Technical & Historical Society, P.O. Box 15143, Reading, PA 19612-5143. Make your check payable to RCT&HS.

Ferries meet trains once more at Hoboken Terminal

Revenue passenger ferry boats resumed docking in New Jersey at Hoboken Terminal's original slips Dec. 7, 2011, after an absence of 44 years, offering sheltered transfer to and from New Jersey Transit commuter trains. Five of six berths were reactivated in the landmark structure, with service linking riders to points in lower Manhattan. The restored facility replaces "temporary" ferry docks just south of the terminal, which were in use since 1989. Both New Jersey Transit and the Port Authority of New York & New Jersey hosted a modest opening day celebration.



DOUGLAS JOHN BOWEN



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

MARCH 18, 2012 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - SUNDAY MEMBERSHIP MEETING

Tom Jordan, Supervisor Transportation for the Genesee & Wyoming Railroad's York Railway will present a program about the history of the York Railway and its predecessors. You'll learn some interesting facts about the York Railway!

APRIL

APRIL 16, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Mark Eyer of the Harrisburg Chapter, NRHS will present a slide program entitled "Special Trains" which will showcase trains that are truly "special moves" for the railroad. Covering the period from 1980 to 2012, you will see railroad Office Car Specials (OCS), Circus trains, NRHS specials, several Lancaster Chapter NRHS trips, chartered trains, and, of course, the PRR E8's of the Juniata Terminal Company throughout Pennsylvania. Steam Charters will be shown as well, along with some views of the NS steam program in the 1980s. Being originally from North Central Pennsylvania, Mr. Eyer will take you along on the chase of the northbound Lancaster Chapter NRHS trip in October 1987 on the now abandoned Conrail Corning Secondary from Jersey Shore, PA to Corning, NY as well. "Special Trains" will show you trains that are unique, rare, and not what you normally see trackside throughout the United States.

MAY

MAY 5, 2012 - SATURDAY, 7:00 PM - CHRISTIANA FREIGHT STATION - MOVIE NIGHT

MAY 14, 2012 - MONDAY, 7:30 PM - TRAVEL TIME OFFICE - CHAPTER BOARD MEETING

MAY 19, 2012 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION SPRING CLEAN-UP

There will be a buffet breakfast at the Christiana Fire Company Fire Hall at 7:30 AM. Have a hearty meal before joining the Gang to spiff up our Chapter home.

MAY 21, 2012 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING



Joel Altland will present an interesting slide program titled "Railroads of the Allegheny National Forest" featuring the Knox and Kane Railroad - whose main attraction was a trip over the Kinzua Bridge, which was extensively damaged by a tornado in 2003; the Allegheny Railroad from Erie to Emporium - Hammermill

Paper was the sole owner and used the line to ship product between its plants in Erie and Lock Haven; and the Oil Creek and Titusville Railroad - a tourist railroad that travels through the Oil Creek State Park on its journey from Titusville to Rynd Farm, north of Oil City. The Oil Creek and Titusville Railroad is notable in that it operates the only working Railway Post Office in the United States.

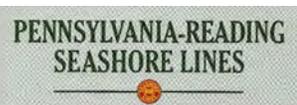
CHAPLAIN CONTACT INFORMATION:

DORIS GEESEY

EMAIL: RSCOOTER2@GMAIL.NET - NOTE NEW EMAIL ADDRESS

PHONE: 717-347-7637

PLEASE KEEP OUR CHAPLAIN INFORMED OF MEMBER NEWS

**PENNSYLVANIA-READING SEASHORE LINES**

AN ILLUSTRATED HISTORY OF SOUTHERN NEW JERSEY'S JOINTLY-OWNED RAILROAD

BY FREDERICK A. KRAMER

This new book is a fully illustrated history of the jointly-owned railroad between Camden, New Jersey and the seashore from its beginning in 1933 to its transfer to Conrail in 1976. Also included is the development and growth of predecessors West Jersey & Seashore (Pennsylvania Railroad) and Atlantic City Railroad (Philadelphia & Reading) as well as the connecting ferry services from Philadelphia. Locomotives and passenger car rosters are provided too. Perfect bound, 8½" x 11" vertical format, 144 pages with over 300 photographs, maps and timetables. This is a greatly expanded version of the original 1980 edition with text by Frederick A. Kramer.

The cost is \$20.00 per copy, with shipping of \$4.50 per book, \$8.00 maximum. Order from West Jersey Chapter, NRHS, 147 Atsion Road, Medford, NJ 08055-1360, making checks payable to WEST JERSEY CHAPTER, NRHS.



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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, NRHS WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON SUNDAY, MARCH 18, 2012 STARTING AT 3:00 P.M.

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