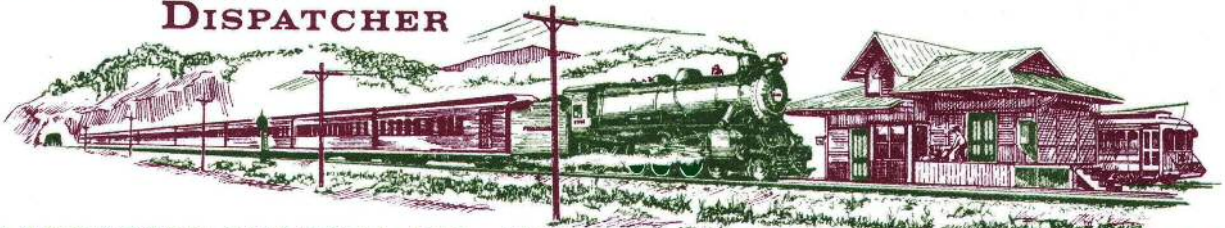


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PENN CENTRAL



POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

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THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



ACES FULLY OPERATIONAL ON THE NEC

Amtrak activated its final segment of ACSES (Advanced Civil Speed Enforcement System), its version of Positive Train Control (PTC), along the Northeast Corridor on Dec. 18, 2015. ACSES is now fully functional on all Amtrak-owned track between Washington, D.C., and Boston, almost two weeks before the Congressionally imposed original deadline of Dec. 31, which has since been extended by three years.

PTC on the Philadelphia-New York segment was activated during the weekend of Dec. 18-20 and between Washington, D.C. and New York City the previous weekend, according to news reports. The only unequipped territory is along a Connecticut DOT-owned segment east of New York City also used by MTA Metro-North regional/commuter trains.

ACES, it is widely believed, would have prevented the May 12, 2015 fatal derailment of Amtrak Northeast Regional train no. 188 at Frankford Junction, just east of Philadelphia. Eight people were killed and more than 200 were injured in the wreck, the exact cause of which the National Transportation Safety Board is still investigating. Train 188 derailed when it entered a curve with an unenforced civil speed restriction of 55 mph at more than 100 mph.

However, "far less would have prevented the May 12 wreck, and Amtrak indeed, had the solution implemented within days, and for 'pocket change,'" according to PTSTI Transportation Managing Director Mike Weinmen. "That was a drop in the cab signal code to enforce the civil speed for a designated distance in advance of the restriction. Long before ACSES, this inexpensive and very effective solution was applied to the Elizabeth (N.J.) Northeast Corridor curves, and many other areas. And, in respect of FRA mandates, the curve at Spuyten Duyvil on Metro-North's Hudson Line (site of a similar wreck on Dec. 1, 2013), and numerous other civil restrictions, are so protected." [Railway Age]



B&P TUNNEL DEIS RELEASED

The Federal Railroad Administration (FRA), the Maryland Department of Transportation (MDOT), Amtrak and the Baltimore City Department of Transportation released the Draft Environmental Impact Statement (DEIS) for the B&P Tunnel Project Dec. 18.



The DEIS presents the project's purpose and need, analysis of the alternatives retained for further study and an assessment of

environmental considerations of these alternatives. Of the 16 original alternatives identified during project scoping, one no-build alternative (Alternative 1) and one build alternative with three options (Alternative 3: Options A, B and C) remain for additional engineering development and environmental evaluation presented in the DEIS.

The federally-funded, \$60-million B&P Tunnel Project study began in May 2014. It includes development and evaluation of various alternatives based on the need to enhance rail safety and to improve capacity, reliability and travel time for commuter, freight and intercity passenger rail service on the Northeast Corridor. The 142-year-old, two-track tunnel is located between the West Baltimore MARC Station and Penn Station in Baltimore, Md. It is used by Amtrak, Maryland's MARC Commuter Rail trains and Norfolk Southern freight trains.

Between Dec. 18, 2015, and Feb. 5, 2016, copies of the DEIS and accompanying Technical Reports will be available for public review.

The DEIS has been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA). Based on comments on the DEIS, the project team will write the Final Environmental Impact Statement (FEIS). The FEIS is anticipated next fall and the Record of Decision is expected in spring 2017. The project is not currently funded for construction. [Railway Track & Structures]

PULLMAN RAIL JOURNEYS TRIPS OVER AMTRAK IN DOUBT IN 2016



CHICAGO - Jan. 4, 2016 - Iowa Pacific Holdings' Pullman Rail Journeys has notified passengers booked on its premium sleeping and dining car service on the rear of Amtrak's City of New Orleans that effective immediately, all trips are cancelled and money will be refunded.

The company had been operating south from Chicago on most Thursdays and north from New Orleans on Sundays, and had accepted reservations through 2016. The final trip slated for New Years Eve ran instead on the Cardinal to Washington, D.C., Northeast Regional train No. 66 to Boston, and back to Chicago on the Lake Shore Limited, when last week's flooding caused cancellation of the City of New Orleans between Carbondale, Ill., and Memphis, Tenn.

Iowa Pacific President Ed Ellis tells *Trains News Wire*, "At this point, we are not able to operate Pullman Rail Journeys' regular service between Chicago and New Orleans, but we are hoping to come to an agreement with Amtrak to resume service."

Amtrak spokesman Marc Magliari confirms, "We do not have an agreement with Pullman Rail Journeys to operate its equipment on the City of New Orleans, but are open to further conversations."

The service began in November 2012. Pullman's plan was to run several times per week in each direction with up to five cars, which initially included a full-length dome car serving high quality meals. One-way pricing with meals included has ranged from as low as \$600 for an upper or lower berth in a section to over \$2,200 for two in a master room.

Running more than two cars, however, triggered the substantial extra cost of another locomotive, so more recently Pullman chose to limit capacity by operating a lounge observation car serving meals along with a second sleeping car. Most trips sold out or had very limited availability, as was the case in November and December.

Getting sleeping car space on Amtrak's City of New Orleans has also been a challenge. A *Trains News Wire* analysis of southbound trips in November reveals that bedrooms are sold out on half of the dates and roomettes were unavailable on eight of the month's 30 days. Amtrak assigns no more than one Superliner sleeping car with 13 roomettes and seven bedrooms (including a family room and accessible bedroom), with an additional four to eight roomettes available for sale in a transition sleeper if demand warrants.

NEW YORK GOV. CUOMO ANNOUNCES \$3 BILLION RENOVATION OF NYC'S PENN STATION

Jan. 7, 2016 - New York Gov. Andrew Cuomo yesterday unveiled an ambitious \$3 billion plan to transform New York City's Penn Station and the Farley Post Office Building across the street into a "world-class transportation hub" in midtown Manhattan.

The existing station, which sits beneath Madison Square Garden, will be

"dramatically" renovated, according to a press release issued by Cuomo's office.



**A RENDERING OF THE NEW TRAIN HALL.
PHOTO: GOV. CUOMO'S FLICKR ACCOUNT**

The project will widen existing station corridors, reconfigure ticketing and waiting areas, improve connections between the lower and street levels, bring in natural light, improve signage, simplify passengers' navigation through the structure, reduce congestion, and expand and upgrade retail offerings and passenger amenities. The new station also will

include Wi-Fi, modern displays of train information and streamlined ticketing, Cuomo administration officials said.

The Farley Post Office will be redeveloped into a "state-of-the-art" train hall for Amtrak, which owns Penn Station. The hall also will offer services for passengers of the MTA Long Island Rail Road, New Jersey Transit and the new Air Train to LaGuardia Airport.

The train hall will be connected to the station via an underground pedestrian concourse, which will increase the station's size by 50 percent. At 210,000 square feet, the train hall will be about the same size to the main room at Grand Central Terminal.

The new facility will offer more concourse and circulation space, and offer retail and modern amenities. When completed, the entire hub will be known as the "Empire Station Complex."

"Penn Station is the heart of New York's economy and transportation network, but it has been outdated, overcrowded and unworthy of the Empire State for far too long," said Cuomo. "This proposal will fundamentally transform Penn Station for the 21st century, and we are excited to move forward with the project in the days to come."

The original Penn Station was built in 1910. The station's above ground area was demolished in the early 1960s and Madison Square Garden was built in its place. What is now Penn Station exists entirely underground. It is the main intercity railroad station in the city, and serves more than 600,000 commuter-rail and Amtrak passengers daily.

A public-private partnership will develop the project, with groundbreaking anticipated for this year. Solicitations are being sent to developers this week, and responses are due in 90 days. Amtrak will issue the solicitations for the station, and the state of New York, which owns the Farley Post Office building, will solicit proposals from developers for that part of the project.

The construction cost is expected to be more than \$3 billion, including \$2 billion for redeveloping the station and post office, and at least \$1 billion for ancillary retail and commercial developments between 7th and 9th Avenues. About \$325 million of the funding is expected to come from government sources, including the U.S. Department of Transportation, the Port Authority of New York and New Jersey, and Amtrak.

Nearly all of the work will come from private investment, in exchange for an interest in the long-term revenue that will be generated by retail and commercial rents, Cuomo administration officials said.

Amtrak President and Chief Executive Officer Joseph Boardman praised Cuomo for his "leadership, vision and commitment" to the expansion of passenger-rail capacity in New York City.

"We're proud to work closely with the governor, the Empire State Development Corp. and others on his team to help lead a rail renaissance in Manhattan," Boardman said in a prepared statement.

Yesterday's announcement was the latest in a series of statements that Cuomo has made in recent days to lay out his program for improving

transportation infrastructure across the state. Earlier this week, the governor unveiled a plan to expand capacity on MTA Long Island Rail Road by adding a third track between Floral Park and Hicksville. [Progressive Railroading]

GAO: AMTRAK'S FINANCIAL REPORTING 'INCOMPLETE'

Jan. 8, 2016 - Amtrak's "inconsistent and incomplete" reporting of its financial data has hindered the passenger railroad's ability to demonstrate the progress it has made since it restructured itself into three business lines, the U.S. Government Accountability Office (GAO) said in a report published this week.

In 2012, Amtrak reorganized into the Northeast Corridor, state-supported and long-distance business lines, and established a structure to improve accountability for its performance. The GAO noted that the railroad's new strategic management system as implemented by the long-distance line reflects several leading performance management practices, such as linking line-of-business goals and initiatives to corporate-wide strategies, assigning personnel to execute the initiatives, and tracking the results.

However, Amtrak hasn't implemented the system across the remaining lines of business and departments. Better reporting, planning and financial information could enhance decision-making at Amtrak, the GAO concluded.

The report also noted that the Northeast Corridor Infrastructure and Operations Advisory Commission — which Amtrak and its stakeholders developed to address the Northeast Corridor's critical infrastructure needs — lacks criteria for prioritizing projects in its five-year, \$17.7 billion capital plan. As a result, Congress and states lack information to inform their decisions about whether to provide additional funding for those plans.

Additionally, the GAO said that Amtrak has not developed clear information detailing specific costs and activities related to operations for state-supported routes that would be funded by federal subsidies.

The GAO issued several recommendations for executive action. They include:

- prioritizing the adoption of the strategic management system in all lines of business and functional departments;
- externally reporting how Amtrak's initiatives meet the goals established under the strategic management system;
- being consistent in its monthly performance reports and the five-year financial plan to show all Amtrak revenue and expenses by major function for each line of business;
- ensuring that depreciation expenses are appropriately allocated to the lines of business once underlying capital asset data are determined reliable;
- delineating specific costs and activities for state-supported routes that are covered by the federal government and communicate that information to Congress, such as part of Amtrak's annual budget request; and
- prioritizing capital projects under the Northeast Corridor Commission.

[Progressive Railroading]



Lost amid the flurry of year-end activities was a significant occasion for Amtrak®: the 15th anniversary of Acela Express service on the Northeast Corridor (NEC). To give this milestone the attention it deserves, we've decided to throw an "Acelebration" through February that will include surprises on trains, in stations and elsewhere.

Travelers like you know that Acela Express is the smarter way to travel with superior comfort, upscale amenities and polished onboard service. Hourly departures during morning and afternoon rush hours and easy

downtown-to-downtown connections translate to a more productive journey. Responding to your desire for greater flexibility in travel planning, we added a new Saturday roundtrip between New York and Boston last September.

Thank you for being among the nearly 43 million passengers who have ridden Acela Express since its launch. Your continued support has been integral to the success of high-speed rail in the U.S. and our goal of moving America where it wants to go, whether for business or leisure.

As part of our new Amtrak Guest Rewards® program, there are some great Acela-specific benefits that you can enjoy starting January 24. They include bonus points for all Acela trips—regardless of length of trip, class of service or city pair—and they count toward your tier status. Redemption for Acela travel will start at 4,000 points. Not a fan of blackout dates? Then you'll be happy to know that they and Acela time-of-day restrictions are being eliminated for redemption travel. Check www.AmtrakGuestRewards.com/RideOn for additional information.

Amtrak is also making investments that will position Acela Express service to meet the growing demand while also supporting the mobility and economic needs of the greater Northeast. We will soon announce a contract to acquire the most technologically advanced high-speed trainsets ever to operate in North America for the next generation of Acela Express service. Each trainset will have 40 percent more seats than those currently in use. There will also be 40 percent more trainsets, allowing us to increase the number of departures during peak hours. These new trainsets will provide a smoother ride and a host of other amenities that build upon the high quality of service that customers have come to expect. The first of the trainsets is expected to enter service in 2019.

On behalf of the entire Amtrak family, I wish you a happy and prosperous 2016, and we'll see you on board this year!

Sincerely,

Joe Boardman

President and Chief Executive Officer



BNSF'S CARL R. ICE NAMED RAILROADER OF THE YEAR

January 7, 2016 - Carl R. Ice, President and Chief Executive Officer of BNSF Railway, has been named 2016 Railroader of the Year by railroad industry trade journal *Railway Age*. Ice is *Railway Age's* 53rd Railroader of the Year.



CARL R. ICE - BNSF PHOTO

"Under Carl Ice's leadership, BNSF continues to make significant investments in four key areas—capacity, locomotives, people and equipment—to ensure future capacity to meet its customers' needs," said *Railway Age* Editor-in-Chief William C. Vantuono. "BNSF in 2015 devoted \$1.5 billion of its \$6 billion capital budget in terminal, line and intermodal expansion and efficiency projects. It can proudly say it operates the industry's fastest, most reliable

intermodal service. Carl Ice exemplifies the commitment to excellence and growth the Railroader of the Year represents."

"I'm humbled by this honor and believe this recognition is a reflection of the hard work and dedication of everyone at BNSF," said Ice. "I have always said BNSF is great company with great people. We all know that to continue to be successful we must keep our focus on operating safely in the communities we serve and running a strong operation to provide the level of service that our customers expect."

Carl Ice is the second BNSF CEO, following Matt Rose in 2010, to be named Railroader of the Year. *Modern Railroads* magazine founded the award, one of the most prestigious in the railroad industry, in 1964 as the "Man of the Year." *Railway Age* acquired *Modern Railroads* in 1991 and has presented

the award annually since then.



CSX CUSTOMERS INVEST MORE THAN \$2.2 BILLION IN 2015

JACKSONVILLE, Fla., Jan. 07, 2016 - In 2015, CSX worked with its customers to locate 107 new plants or expanded facilities on the company's rail network or its connecting short line partners. These new projects comprise \$2.2 billion in customer investments and are expected to generate approximately 1,500 new jobs in areas served by CSX.

"Strong customer investment activity in 2015 was driven by downstream energy projects spurred by low oil and gas prices, as well as a significant number of industrial and agricultural projects, which highlights the strength of CSX's diverse business mix," said Clark Robertson, assistant vice president, regional development. "In addition to our own efforts to generate new business, our network touches some of the most competitive economic development areas in the United States, and we are grateful for the pivotal role that state and local economic development agencies play in aggressively competing for new industry. We appreciate and applaud their work to create new opportunities for their citizens."

Once these facilities are fully operational, they are projected to generate more than 143,000 new annual carloads of business for CSX. In addition to these projects that will be built over the next several years, in 2015 more than 75 customer facilities located on CSX began operations.

Since 2000, CSX customers have invested more than \$42 billion in rail-served facilities, creating more than 62,000 jobs across the company's 23-state network. To support rail-oriented industrial development, CSX's Select Site program pre-certifies properties that are suitable for manufacturing use. These sites meet rigorous criteria to increase development probability and reduce time and costs for CSX customers.

CSX provides service via an extensive network that connects customers to nearly two-thirds of the nation's population throughout the major East Coast and Midwestern metropolitan centers, and serves more than 70 ocean, river and lake ports. CSX can move a ton of freight nearly 450 miles on a single gallon of fuel and one train can carry the load of 280 trucks, reducing carbon emissions and wear and tear on public roads. [Edited from CSX Corp.]

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

JACKSONVILLE, Fla., Jan. 12, 2016 - CSX Corporation today announced fourth quarter net earnings of \$466 million, a 5 percent decline from \$491 million in the same period of 2014, or \$0.48 per share, down 2 percent from \$0.49 in the prior year.

Fourth quarter revenue declined 13 percent as pricing gains were more than offset by the impact of lower fuel recovery, a 6 percent volume decline and continued transition in the company's business mix. Expenses also decreased 13 percent, primarily reflecting reduced fuel prices, lower volume-related costs and efficiency gains. As a result, operating income declined 12 percent to \$791 million, while the operating ratio improved 20 basis points to 71.6 percent.

For the full year 2015, CSX generated \$11.8 billion in revenue as growth in intermodal, automotive and minerals markets partially offset continued significant declines in coal. In this environment, the company delivered earnings per share of \$2.00, up 4 percent from 2014, on net earnings of \$2.0 billion. Improving service, resource alignment and efficiency gains helped generate operating income of nearly \$3.6 billion and the company's first sub-70 full-year operating ratio at 69.7 percent.

"CSX delivered solid results in 2015 by balancing strong service with compelling cost control and efficiency gains despite a market challenged by low commodity prices and global impacts of the strong U.S. dollar," said Michael J. Ward, chairman and chief executive officer.

"With negative global and industrial market trends projected for 2016,

full-year earnings per share are expected to be down compared to 2015. CSX will continue to be rigorous about efficiency, resources and service quality in order to maximize shareholder value and achieve a mid-60s operating ratio longer term." [CSX Corporation]

CSX TO CONSOLIDATE OPERATING DIVISIONS

JACKSONVILLE, Fla., Jan. 18, 2016 - As CSX continues to match its network resources to business demand and drive additional efficiency, the company announced today that it is consolidating its operations administration from 10 divisions to 9 divisions and closing administrative offices at Huntington, West Virginia. Huntington Division administrative responsibilities will be reassigned to five adjoining divisions: Atlanta, Baltimore, Florence, Great Lakes and Louisville.

CSX will continue to run trains over the territory, and its yards and other facilities in the Huntington region - including the Huntington locomotive shop - will continue operations. The company remains committed to the Huntington community, which has played a vital role in railroading and American commerce since its namesake Collis P. Huntington completed the Chesapeake and Ohio Railway in 1873.

The 121 management and union employees who currently report to the Huntington Division offices will remain employed in the area supporting the transition of administrative responsibilities over the next several months. At the conclusion of the transition period, the timing of which may vary by role, many employees will be given an opportunity to fill positions in other areas of the network.

Primarily serving customers in West Virginia, Kentucky, Tennessee and Ohio, the Huntington territory encompasses the Central Appalachian coal fields, which have been significantly affected by low natural gas prices and regulatory actions. Over the past four years alone, CSX's coal revenues have declined \$1.4 billion. Today's announcement is part of CSX's focus on reducing structural costs and aligning resources with demand in its coal fields, and follows the reduction of train operations at Erwin, Tennessee and the closing of mechanical shops at Corbin, Kentucky.

CSX remains firmly committed to providing safe, reliable rail service to customers throughout the region. CSX maintains more than 2,000 miles of track in West Virginia and handled more than 1.7 million carloads of freight in the state in 2014. [CSX Corporation]



NORFOLK SOUTHERN DEBUTS NEW 4000-SERIES AC CONVERTED LOCOMOTIVES



Norfolk Southern 4000 and 4001 pose together outside the paint shop in Chattanooga, Tennessee, for their first portrait. The locomotives wear a new, special paint scheme to designate the units as prototypes for the DC to AC conversion program.

4000 was originally built by GE in 1995 as a standard-cab D9-40C, NS road number 8799. 4001 was formerly D9-40C number 8879. During their rebuild in 2015, they were converted to AC traction, received wide cabs, and redesignated as "AC44C6M". They will enter into normal revenue service across the NS system. [Norfolk Southern - Edited Norfolk Southern photo]

NORFOLK SOUTHERN ANNOUNCES ADDITIONAL ACTIONS TO IMPROVE EFFICIENCY AND REDUCE OPERATING COSTS

Norfolk, Va. - Dec 22, 2015 - Norfolk Southern announced today it will consolidate operations of its coal docks located on Lake Erie in Northern Ohio. This change will streamline operations for customers while improving network efficiency and reducing operating costs for Norfolk Southern.

NS plans to idle its Ashtabula, Ohio, Coal Pier and shift operations to the railroad's Sandusky, Ohio, Dock. Ashtabula will continue to operate until all

coal inventories have been transloaded, which is expected to be completed by May 2016. The facility will remain idled until and if market conditions warrant reopening.

The consolidation will help Norfolk Southern achieve efficiencies by reducing capital investment requirements and employee headcount. A total of 21 positions will be affected as part of the transition. These employees can apply for other positions at the company. Earlier this month 13 employees at Ashtabula were furloughed due to coal market conditions. Six employees will continue to oversee security and environmental systems at Ashtabula.

Norfolk Southern has owned and operated the (former Conrail - Ed.) Ashtabula coal pier since 1999. The facility primarily serves the thermal coal market, transloading coal from Ohio, Pennsylvania, and West Virginia to Canada and U.S. destinations by ship. CSX also has rights to use the Ashtabula dock.

Ohio is a strategic part of Norfolk Southern's 22-state rail network. NS operates 2,200 miles of track and employs more than 3,700 people in the state, providing connections to domestic and international markets for Ohio-based manufacturers and businesses. In 2014, NS doubled the size of its Bellevue, Ohio, yard in a \$160 million expansion project, creating the largest rail classification yard in the eastern U.S. [Edited from Norfolk Southern]

NS STEAM OPERATIONS TO FOCUS EXCLUSIVELY ON NO. 611 NEXT SEASON



NO. 611 PULLS A PHOTOGRAPHERS' SPECIAL AT THE NORTH CAROLINA TRANSPORTATION MUSEUM IN MAY 2015. PHOTO BY JIM WRINN.

ROANOKE, Va. - Dec. 22, 2015 - Norfolk Southern says the railroad has "fulfilled the program's goals, and we are scaling back now" in regards to its vastly popular 21st Century Steam Program. In an article published in *The Roanoke Times* on Dec. 21, Norfolk Southern said the company would

not operate any 21st Century Steam trips for the Tennessee Valley Railroad Museum or the Ft. Wayne Railroad Historical Society in 2016.

"For one thing, the 21st Century Steam program is over. Begun in 2011, the program was conceived with a five-year life span," NS spokesperson Susan Terpay told *The Roanoke Times*.

"We have advised our third party, the Virginia Museum of Transportation, that we will work with them, if they meet financial and operational requirements, so that they can run 611 in Virginia and the Carolinas in 2016," Terpay added.

Trains News Wire reached out to the Fort Wayne Railroad Historical Society and the Tennessee Valley Railroad Museum to see how this affects their 2016 operations and schedule.

"I think we all understand its 611's time to shine. We've been extremely fortunate to help usher in a successful 21st Century Steam program and mainline steam in general on NS," said Kelly Lynch, the communications manager at Fort Wayne. "We've been developing relationships for several years and now it's time to expand on those. We'll also be working closer with NS as our Headwaters Junction project moves forward. NS has committed to assisting the FWRHS in getting the 765 anywhere it needs to go."

TVRM President Tim Andrew says there will be greater opportunities to see steam-powered trains on the museum's own railroad next year with both locomotives remaining on-site. Diesel locomotives had to supplement steam power on excursion trains during the 21st Century Steam program, but now both locomotives will be in Chattanooga, powering excursions without diesels, during the 2016 season.

No set schedule has been announced for No. 611 next season, but Virginia Museum of Transportation Executive Director Bev Fitzpatrick told the newspaper that his organization has had "ongoing discussions with Norfolk Southern" and they hope to announce something after the first of the year.

NORFOLK SOUTHERN DONATING TRACKS TO VIRGINIA MUSEUM

ROANOKE, Va. - Dec. 30, 2015 - Norfolk Southern will donate its Roanoke Belt Line trackage to the Virginia Museum of Transportation. VMT has set up a common carrier railroad, Roanoke Southern to operate the line, according to Surface Transportation Board documents.

VMT will use the trackage to operate excursion trains. There are currently no freight customers on the line, but Roanoke Southern will provide freight service if needed. Roanoke Southern will acquire 2.42 miles of the Roanoke Belt Line from milepost 4.5 to milepost 6.92. A portion of the line travels through Wasena Park, the original home of the Roanoke Transportation Museum (now VMT) and the display site of Norfolk & Western 4-8-4 No. 611 until it was removed for its first restoration to service in 1981.

Museum Executive Director Beverly T. Fitzpatrick, Jr., will serve as president of Roanoke Southern. The transaction is expected to be complete on or after Jan. 17, 2016. [Trains News Wire]

LEAKED LETTERS TO STB INDICATE SHIPPER CONCERNS OVER CP+NS

By William C. Vantuono, Editor-in-Chief - Railway Age

Jan. 5, 2016 - Reuters, which originally broke the story late last year about Canadian Pacific's targeting of Norfolk Southern for acquisition before CP officially announced it, has published excerpts of several letters to the Surface Transportation Board from industry groups representing several major NS freight customers. The letters ask the STB to reject a merger application.

"The opposition from a broad array of customers to the hostile bid for [NS] could significantly harm CP's case if an expected lengthy proxy battle is resolved and a merger reaches the STB for a review," Reuters noted. "The proposed merger could face a tough review, and the regulator is expected to give customers even more time than in the past to air concerns at public hearings." Representatives from several state legislatures as well as at least one short line railroad also wrote STB.

Sent in late December, the letters "express concerns [that] CP's plans to cut costs at Norfolk Southern would hurt service levels and that a merger would lead to a continental duopoly, meaning higher prices for customers," Reuters said.

Norfolk Southern declined to comment on the letters. CP told Reuters the railroad "is aware of some shipper concerns but looks forward to discussing the benefits of its bid with all stakeholders."

Among the letters are a joint one to CP, with a copy to the STB, from the heads of the Alliance of Automobile Manufacturers and the Association of Global Automakers, which between them represent large automakers and suppliers such as General Motors Co and Toyota Motor Corp.

"Previous rail mergers of this magnitude have been followed by prolonged periods of poor service levels and higher rates," the joint letter states. "We urge CP to abandon its merger ambitions and to focus its attentions upon enhancing its current levels of customer service."

In a separate letter, Subaru Motor Co. said it opposed a merger "as we believe it would limit the competitive balance among North America's railroads."

Manufacturers associations in Kentucky, Indiana and West Virginia, the Michigan Agri-Business Association and the Palmetto AgriBusiness Council, which represents farmers, banks and agricultural investors in South Carolina, wrote to STB.

"We are justifiably concerned that Canadian Pacific's proposal to slash resources available to the current Norfolk Southern threatens the economy of our state," said Kentucky Association of Manufacturers CEO Charles Higdon. Xcoal Energy & Resources CEO Ernie Thrasher wrote he was

"concerned that the short-term nature of CP's operating plan would be detrimental to the long-term requirements of the U.S. coal industry and energy sector."

Watco CEO Rick Webb said that the proposed CP-NS merger "likely would result in a national duopoly, which would dramatically reduce competitive rail options for customers." He added that "many in the rail industry expect the next round of mergers will be the last," according to Reuters.

STB POSTS CORRESPONDENCE ON PROPOSED CP-NS MERGER

WASHINGTON - Jan. 11, 2016 - The U.S. Surface Transportation Board (STB) late last week posted on its website the letters it has received from lawmakers, rail shippers, state and local officials and others with an interest in Canadian Pacific's efforts to acquire Norfolk Southern Railway.

In announcing that it was making the letters public, STB officials noted that there are no CP-NS merger proceedings before it at this time.

Letters filed in recent days include the STB's responses to questions about rail-merger regulatory matters.

One of those responses, dated Jan. 7, answered questions from the House Judiciary Committee, which inquired whether the STB anticipates any revisions to its rail merger rules, which were set in 2001; whether the agency would consider the impact a merger would have on the potential for consolidation in the rail industry; and whether the STB has approved a merger in which the purchaser's former chief executive managed the to-be-acquired company during the regulatory process.

Additionally, the STB received a letter from the ranking members of House Transportation Committee's Subcommittee on Railroads, Pipelines and Hazardous Materials. In it, U.S. Reps. Michael Capuano (D-Mass.) and Peter DeFazio (D-Ore.), expressed concerns about the merger.

"We do not believe this acquisition or hostile takeover, if CP chooses to go in that direction, is in the public interest, nor will it benefit rail shippers, workers, and the standards set forth in the board's 2001 rulemaking on mergers and acquisitions," the congressmen wrote.

In another letter, Watco Cos. Chief Executive Officer Rick Webb expressed his concern that a CP-NS merger would have a negative effect on rail customers.

"From our day-to-day interactions with the thousands of customer locations we serve, Watco Companies knows that the consolidation of any two major railroads tends to have a negative impact on service and rates," Webb wrote. "Many of our customers, including all but one of our connecting Class I carriers, have stated publicly that a merger between two Class I railroads would not be in their best interests." [Edited from Progressive Railroading]

NS LAYOFFS REACH ROANOKE

ROANOKE, Va. - Jan. 5, 2016 - The woes of the coal market have hit the city that once saw a parade of trains with black diamonds for decades.

On Jan. 4, Norfolk Southern said that it will lay off 38 conductors and this it has suspended seven conductor trainees because the shrinking coal market. A railroad representative tells the *Roanoke Times* that the conductors will be furloughed. Most of the railroaders lived near Roanoke. The representative did not say what would happen to the trainees.

Roanoke serves as the base for the railroad's Virginia Division which hosts a yard, car repair facilities and the East End Shops that rebuilds locomotives. It's estimated that 1,200 people are employed by the railroad in the area.

The layoffs come as Norfolk Southern has seen a trend of the coal market slowing down. In the third quarter of 2015, revenue fell 23 percent compared to the same period in 2014. Last year also saw the closing of 300 miles of the former Virginian Railway mainline which used to be an artery of coal traffic in the region.

The railroads also laid off 39 workers at the Lamberts Point coal-loading facility in Norfolk in October. Those laid off were a mix of workers from the

mechanical and engineering departments. [Trains News Wire]

NORFOLK SOUTHERN COMBINES DIVISIONS TO STREAMLINE OPERATIONS AND SUPPORT GROWTH

NORFOLK, Va., Jan. 12, 2016 – Norfolk Southern Corporation (NYSE: NSC) is consolidating its Virginia and Pocahontas divisions to form the new Pocahontas Division, with headquarters in Roanoke, Va., effective Feb. 1.

The consolidation is part of the company's ongoing drive to enhance operating efficiencies and support long-term growth. This announcement follows other recent strategic initiatives, including the reduction from three corporate office locations to two, restructuring of the Triple Crown Services subsidiary, and integration of the D&H South Line to increase options for shippers.

In a related move, Norfolk Southern is changing traffic patterns and idling parts of its "West Virginia Secondary," a 253-mile line between Columbus, Ohio, and central West Virginia that has experienced steady declines in business in recent years. This follows the idling of a 33-mile mainline between Elmore and Princeton, W.Va., in September 2015.

The new Pocahontas Division will comprise 2,581 route miles, mainly in Virginia and West Virginia, extending from the Port of Virginia to Portsmouth, Ohio, and from Bristol, Va., to Hagerstown, Md. "Creation of the new Pocahontas Division supports the railroad's strategic plan to deliver cost-efficient and superior service while building a stronger enterprise," said Mike Wheeler, senior vice president operations. "Consolidating the two divisions enables us to streamline operations and focus resources on high-return growth opportunities."

Combining the divisions will improve service by placing most of the company's coal routes under the operating authority of a single division. Additionally, the move further consolidates operational control over the company's Heartland Corridor, a double-stack intermodal route through Virginia, West Virginia, and Ohio.

Roanoke, which will serve as headquarters of the new Pocahontas Division, currently is headquarters of the Virginia Division. The new division will be led by Superintendent Charles M. "Mike" Irvin, a 33-year employee with wide experience managing several different divisions for the railroad. In Roanoke, Norfolk Southern currently operates a local switching yard, locomotive and rail car maintenance and overhaul facilities, and a material yard that supports track maintenance gangs systemwide.

The consolidation will affect management and office staff positions now based in Bluefield, W.Va., currently the Pocahontas Division headquarters. Those employees will have an opportunity to relocate to Roanoke or apply for other positions at the company. With the consolidation, Norfolk Southern will operate 10 divisions across its network.

The company will continue to operate its rail yard in Bluefield. Trains moving Appalachian coal comprise most of the business handled there, and yard traffic has declined as coal volumes moved by the railroad have dropped over the past five years. Currently, about 130 people work in operations departments at the yard, including in transportation, engineering, and mechanical.

"Coal mined from the Appalachian Basin has long served as a vital, low-cost source of energy to power America, and Norfolk Southern remains committed to providing top-notch service to our valuable coal customers," Wheeler said. "At the same time, the railroad is nimble and adapts to changing market conditions. Our strategic plan positions us to meet the needs of current customers while creating efficiencies and focusing resources on infrastructure and markets that support continued growth."

For example, Wheeler noted that the Heartland Corridor, opened in 2010 as part of a public-private partnership among Norfolk Southern, Virginia, West Virginia, Ohio, and the federal government, created the shortest, most efficient, and environmentally friendly route to transport intermodal freight between the Port of Virginia and Midwest consumer markets. This year, Norfolk Southern trains will begin serving the new Heartland Intermodal Gateway in Prichard, W.Va., the state's first intermodal facility, which was

developed through the corridor partnership.

"The Heartland Corridor opens global trade markets for West Virginia, Kentucky, and Ohio businesses, creates opportunities for jobs and economic expansion, and supports the railroad's efforts to shift freight from highway to rail," Wheeler said. "The Heartland Corridor is a vital part of the U.S. transportation network. As we help communities and businesses compete in the global marketplace, we are building a stronger future for Norfolk Southern and our shareholders."

In Virginia and West Virginia, Norfolk Southern in 2014 employed 5,690 people and funded a payroll of \$450 million, invested \$235 million in track and facilities, and spent \$278 million in purchases and payments with suppliers and local businesses. [Norfolk Southern Corp.]



READING AND NORTHERN SMASHES ALL RECORDS IN 2015

Port Clinton, PA, Jan 12, 2016 - Reading and Northern Railroad announced today that it achieved record-breaking carload volumes

and revenue for 2015.

In 2015 the railroad handled 28,940 carloads which surpassed the previous record achieved last year by over 4500 carloads! This 19 percent growth in carloadings helped the railroad to record-breaking revenues, which exceeded past revenue levels by over 30 percent as freight revenues were supplemented by revenue from new transloading and warehouse businesses started by the railroad.

Reading & Northern handles a diverse mixture of commodities including wood pulp, paper, metals, food products, plastics, forest products and chemicals and minerals. Reading & Northern also serves the North American anthracite coal market which leads it to be known as "The Road of Anthracite."

In 2015 the railroad did well in all commodity areas except business related to the Marcellus Shale. Like other railroads in the region, Reading & Northern saw its Marcellus Shale business fall by two-thirds. However, unlike other regional railroads which saw their overall traffic decline, Reading & Northern was able to achieve spectacular growth due to its emphasis on customer service and its entrepreneurial focus.

"Our record breaking volumes for 2015 prove that our decision to offer our customers guaranteed service windows does grow the business. And in 2016 we are taking this commitment one step further by improving our already excellent service by hiring more crews and running more trains faster," said Andy Muller, Jr., CEO and owner of the Reading and Northern.

"Obviously we could not have achieved this growth without the hard work of the 200 plus men and women in the Reading & Northern family" said Wayne Michel, President of Reading & Northern. Michel noted that the railroad has increased employment almost 8 percent in 2015 and is hiring more employees at this time. Michel also stressed that much of the railroad's growth was due to taking entrepreneurial risks to develop more traffic, "In 2015 Reading & Northern got into the warehouse business in order to serve customer demand. This follows our recent successful move into the transload business to better serve our customers. In addition, some of our customers needed to store their railroad cars as a result of market shifts. Reading & Northern forces reopened long unused railroad tracks and was able to handle thousands of storage cars."

In recognition of the railroad's focus on customers and entrepreneurial initiatives Reading & Northern was named Regional Railroad of the Year in 2015 by Railway Age magazine.

Reading & Northern's sister company, Lehigh Gorge Scenic Railway, also had a record year as over 100,000 visitors rode on one of its many steam or diesel-powered excursion trains.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 60 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia,

Lackawanna, Luzerne, Northumberland, Schuylkill and Wyoming). It has expanded its operations over the last 20+ years and has grown into one of the premier railroads in Pennsylvania, – having been named Regional Railroad of the Year three times. Reading and Northern operates both freight services and steam and diesel powered excursion passenger services through its' Lehigh Gorge Scenic Railway, owns over 1000 freight cars, and employs over 200 dedicated employees. [Reading & Northern]



SEPTA POLICE LAUNCH BODY CAMERA PROGRAM

PHILADELPHIA - Jan. 8, 2016 - SEPTA Transit Police officers have been equipped with body cameras, tools designed to strengthen relationships with the public, and provide valuable evidence for investigations.

"We've done this because we believe it gives the SEPTA Transit Police Department more credibility with the community. They'll have more trust in us, and feel there are additional checks and balances," said SEPTA Police Chief Thomas Nestel III. "These cameras will also greatly aid with our investigative efforts by providing audio and visual evidence of officers' interactions with the public and response to calls."

The department-wide launch of the program started Jan. 1, 2016. This followed a pilot test that began in July 2014, with 15 officers field-testing cameras from several different manufacturers.

The success of the pilot program prompted SEPTA to pursue adding cameras for all officers. The SEPTA Board approved the purchase of Digital Ally First VU body-worn cameras and related accessories during its regular monthly meeting in July 2015. The overall program, including equipment costs and training, is approximately \$400,000.

SEPTA has also adopted a policy for use of the body cameras. It provides guidance on when officers are required to activate the cameras, which in large part includes instances in which they are interacting with the public and responding to calls from police radio. The officer will provide verbal notice of the recording to the individuals involved. Officers will not record during breaks, while writing reports and performing administrative duties, or while having general conversations that are not related to an active incident. The policy also sets rules for the downloading and preservation of video.

This initiative enhances SEPTA's overall video coverage of the transit system, which currently includes over 18,000 surveillance cameras at stations and on trains, buses and trolleys. [Edited from SEPTA]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN FEBRUARY

Feb. 26, 1904 - West Jersey & Seashore Railroad Board authorizes the construction of 10 electric cars for the Atlantic City trolley lines.

Feb. 22, 1909 - At 3:00 AM, southbound passenger train collides with two standing locomotives waiting to take it south at Delmar, Del.; wreck catches fire; seven employees, including four mail clerks, killed.

Feb. 14, 1914 - Committee appointed to analyze freight congestion in Philadelphia terminals in the fall of 1913 recommends a single large freight yard between 40th and 56th Streets in West Philadelphia/Overbrook.

Feb. 22, 1919 - PRR stops work on new freight yard between 52nd and 56th Streets in West Philadelphia; with heavier locomotives and longer trains now in service, yard as laid out in 1914 is too short; would require expensive relocation of Darby Creek line to run west of City Line Ave. connecting with old main between Overbrook and Merion.

Feb. 27, 1924 - Electric suburban service inaugurated on Fort Washington Branch, Allen Lane to Fort Hill and White Marsh (next station going west on Trenton Cutoff).

Feb. 14, 1929 - PRR tests Brill gasoline railcar between Reading and Pottsville.

Feb. 17, 1934 - Union Pacific No. M-10000 displayed at Pennsylvania Station, Baltimore; leaves for Harrisburg and points west on Feb. 18.

Feb. 19, 1939 - Fire destroys 600 feet of the PRR's Anacostia River Bridge at Washington; freight rerouted through Union Station. Bridge reopened on Feb. 23.

Feb. 23, 1944 - New 110-foot turntable replaces 100-foot turntable at Conway Yard to be able to turn duplex engines.

Feb. 28, 1949 - PRR places its first Baldwin "Sharknose" freight unit in service at Crestline, Ohio; 6,000 HP in an A-B-B-A configuration.

Feb. 1, 1954 - Penntruck Leasing Company merged into Excelsior Truck Leasing Company.

Feb. 20, 1959 - Landscaped sunken court and entrance stair opens at corner of 16th Street and Pennsylvania Boulevard in Penn Center; courts are designed to admit light and greenery to Penn Center's underground concourse; however, with the exception of the short-lived skating rink, they eventually become drab, uninviting places.

Feb. 26, 1964 - Last run of Philadelphia-Pittsburgh "ghost train" No. 39, formerly *The Clevelander* east of Pittsburgh.

Feb. 1, 1968 - Pennsylvania Railroad Company absorbs New York Central effective 12:01 AM; renamed Pennsylvania New York Central Transportation Company; exchange rate of 1 share of NYC stock for each 1.33 shares of PRR; PRR names 14 directors, NYC 11 directors; at 12:04, name "Penn Central" is unveiled on Perlman's business car parked in Suburban Station.

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

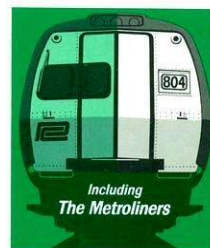


TIMETABLE 02-16

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

Saturday, Feb. 6, 2016

Super Saturday Streetcar Special XXIII. Trip will use a PCC-II as we head up to Route 15 and our usual rare mileage on diversion routes. The trip will depart Elmwood Depot in southwest Philadelphia for a five hour charter. As always, there will be numerous photo stops. Fare is \$60 per ticket, limited to 40 tickets sold. Departure time is 10:00 a . m . T i c k e t s : www.railroadphotographer.com/Wilmington-Chapter-Trips/Upcoming-Trips



Monday & Tuesday, Feb. 15-16, 2016

Reading & Northern 425 Photo Charter. Info: www.lerrophotography.com/workshop-tour/reading-northern-425-photo-charter/

Saturday & Sunday, Feb. 20-21, 2016

Greenberg's Great Train Show at the Chase Center on the Riverfront, 815 Justison St, Wilmington, DE 19801. Info: <http://GreenbergShows.com>

Saturday & Sunday, Feb. 27-28, 2016

Spring Thaw Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 North 17th St., Allentown, PA 18104. Adm: \$8.00, under 12 free. Info: www.allentowntrainmeet.com

Saturday, March 12, 2016

Thirtieth Annual Harrisburg Railroad Show & Collectors Market at the Middletown First Church of God, Fellowship Hall, 245 West High St., Middletown, Pa. 17057. 9:00 am to 3:00 pm. Sponsored by the Harrisburg

Chapter, NRHS. Info: Mark Irvin - 717-732-3867. Harris Tower will be open.

Saturday & Sunday, March 12-13, 2016

Greenberg's Great Train Show at the New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ 08837. Info: <http://GreenbergShows.com>

Saturday, April 2, 2016

Delaware Train Show at the Nur Shrine Temple, Rt. 13, 198 South Dupont Hwy., New Castle, Del 19720. Info: 856-302-3606 or www.toyshow.org

Friday - Sunday, April 22-23, 2016

NRHS Spring Conference at the Cumberland Ramada Inn, 100 South George St., Cumberland, MD.

Sunday, June 26-Saturday, July 2, 2016

Rail Camp East in Newark, Del.

Tuesday - Sunday, July 19-24, 2016

NRHS 2016 National Convention at the Holiday Inn Denver East - Stapleton, Denver, CO.



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

Railroad Museum of Pennsylvania

Saturday, March 5, 2016 - Breakfast With The Conductor & Catcher - Read Across America Day

Sunday, March 13, 2016 - Charter Day - open to the public free of charge

Saturday, April 16, 2016 - Rails & Ales. All aboard for a craft beer tasting event!

Saturday, April 23 - Saturday, December 31, 2016 - Gallery Exhibit to be announced

Saturday, May 14, 2016 - National Train Day

Sunday, July 3, 2016 - Sunday, July 10, 2016 - Reading Railroad Days

Monday-Friday, July 11-15, 2016 - Barons & Builders Day Camp ages 9 +10

Monday-Friday, July 25-29, 2016 - Barons & Builders Day Camp ages 11+12



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

Saturday-Monday, Feb. 13-15, 2016 - Trains return President's Day weekend

Monday-Friday, March 14-18, 2016 - LO&S Motor Car

Monday-Thursday, March 21-24, 2016 - LO&S Motor Car

Friday-Sunday, March 25-27, 2016 - Easter Bunny Train

Saturday, April 2 - June 11, 2016 - Wine & Cheese Train



DECEMBER, 2015
CHAPTER MEETING MINUTES

There was no formal Regular Membership Meeting in January. Therefore, there are no Membership Meeting Minutes to report. Following are the Regular Membership Meeting Minutes for December, 2015.

CALLED TO ORDER: The "Annual Christmas Party" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, December 21, 2015. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 34 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

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

CHAPLAIN: In David Stambaugh's absence, Tom Shenk reported Donald Steffy's mother, Helen, passed away. She was 92. The services for her were held on Saturday, December 19. Also Tom reported Smoke Shaak is recuperating from a broken blood vessel in his leg.

MEMBERSHIP: Fred Kurtz announced he has the dues renewal notices and will hand them out to the members who are present at tonight's meeting. If you do not have access to a computer, you may send a check to the Chapter and we will remit the proper funds to National. Fred announced if anyone would still like to receive a paper copy of the newsletter, contact him or Tom. The cost is \$12.00 a year for the newsletter. Fred reported National President Al Weber will be sending out a letter to all chapter members explaining the renewals and members will get membership cards by the end of the year. There also is a program being sent to chapter members on the computer from the NRHS called "AMILIA" if you wish to renew your dues on line.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of November. Tom Shenk reported "Stambaugh Ness" will be taking care of the chapter taxes this year. Tom also announced the chapter needs an Audit Committee. If anyone is interested in volunteering, contact Richard or Tom.

TRIPS: Tom announced for tax purposes, the chapter Trip Account needs to only have a certain amount of funds kept in that account. Dennis Allen presented the chapter with a check for \$7,600.00 from the chapter trip to the Southern Caribbean in November.

PROJECTS: Glenn Kendig announced a new project. Glenn proposed having a Railroad themed day at the Christiana Freight Station. There would be the dedication for the Chapter caboose. Glenn also thought we could have tables and booths set up for any Railroad Historical Societies, who are interested in getting their information out to the public on the preservation and history of Railroad. Tables and booths can be set up for free. The tentative date for this project is Saturday, August 27, 2016.

NEW BUSINESS: Randy Harris contacted Tom Shenk about signs to preserve the Railroad history. The information signs to be posted about the Railroad Heritage will be at the Lancaster City Northwest Linear Park. The Linear Park starts behind the Arts Hotel and goes under the James Street and ends up at the end of Lemon Street. The Philadelphia Columbia Line ran through there from years 1830 to 1929. Tom Shenk asked for a motion for the Historical marker to be placed on Lemon Street at a cost of \$1,200.00. Evan Russell made the motion and Lorrie Steffy seconded the motion.

ANNOUNCEMENTS: Glenn Kendig reported that the chapter has a new lease from Amtrak on the Christiana Freight Station and the (newly added on Passenger Station) until September 1, 2025. Steve Himpl reported the Christiana Freight Station Christmas open house Saturday, December 19 and Sunday, December 20 made \$438.26 in donations. The Station and the Lions Club work together on this event. The chapter splits the donations with the Lions Club. Steve also reported sales of \$162.00 from Railrodiana (3days) and \$63.00 from the sale of Strasburg Railroad tickets. Steve announced he had wood left over from the floor of the Caboose. He got two beautiful cutting boards made for in the chapter kitchen out of the wood. Tom announced upcoming chapter meetings. Monday, January 18 will be Christiana Freight Station clean up (Christmas decorations down). Monday, February 15 there will be NO chapter meeting. The March chapter meeting will be Sunday, March 20 at 3p.m. If weather permits chapter members can tour the "Passenger Station" that is now on the chapter's lease.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:00 p.m. for the Chapter's Annual Christmas Party.

RESPECTFULLY SUBMITTED BY DONETTA M. EBERLY, SECRETARY



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS



STEWARTSTOWN HAS A NEW CENTERCAB ADDITION

STEWARTSTOWN, Pa. - Jan. 4, 2016 - If it were a Christmas present, Stewartstown Railroad workers would still be unwrapping the 80-ton package.



As it is, the railroad's newest GE center-cab locomotive arrived by truck Dec. 21, not wrapped, as a gift from Michael Ruane, one of the railroad's directors.

Ruane tells *Trains News Wire* that the unit was built by General Electric in 1951 for the U.S. Navy. It was originally

assigned to a naval facility at Shunaker, Ark. to move around material and ammunition. He had no further details of its history before he located it for sale in South Bend, Ind., where it carried the number 15. It was last used by a metal recycler in South Bend, Indiana.

Ruane plans to "lend" the locomotive to the Stewartstown, where it will become number 12. Following some repairs and installation of batteries, it will be repainted into the railroad's green-and-gold paint scheme. No. 12 will join two other locomotives, 35-ton Plymouth No. 9 "Mighty Mo" and No. 10, a 44-ton GE on the 7.4-mile railroad. It is expected that No. 12 will be able to handle the railroad's four passenger coaches over its 7.4-mile up-and-down profile. [Trains News Wire and York Daily Record]

THIS MONTH'S BANNER PHOTO

Penn Central United Aircraft Turbo Train at Back Bay Station, Boston, Massachusetts in July, 1971. Photo by Donald Haskel.



OPERATION LIFESAVER REMINDS YOU...

Trains can't stop quickly... you can!



THE BIG ANNOUNCEMENT: 611 ROLLS IN 2016

The Virginia Museum of Transportation (VMT) and the North Carolina Transportation Museum (NCTM) are pleased to announce that the Norfolk & Western Class J 611 steam passenger locomotive will return to the mainline in 2016 with an exciting schedule of public excursions and special appearances.

On June 4 and 5, 611 will pull a total of three trips from Manassas, Va., to Front Royal, Va., and return: One roundtrip on the morning of Saturday June 4 and two roundtrips on Sunday, June 5, as part of the 22nd Annual Manassas Heritage Railway Festival.

611's 2016 EXCURSION SCHEDULE

- April 9, 2016 - The Virginian, Spencer, N.C., to Lynchburg, Va.
- April 10, 2016 - The Blue Ridge Special, Spencer, N.C., to Asheville, N.C.
- April 23, 2016 - The Roanoker, Greensboro, N.C. to Roanoke, Va.
- April 24, 2016 - The Roanoker, Greensboro, N.C. to Roanoke, Va.
- May 7, 2016 - The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va.
- May 7, 2016 - The Pelican, Roanoke, Va., to Walton (Radford), Va.
- May 8, 2016 - The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va.
- May 8, 2016 - The Pelican, Roanoke, Va., to Walton (Radford), Va.
- June 4, 2016 - The American, Manassas, Va., to Front Royal, Va., (runs once)

- June 5, 2016 - The American, Manassas, Va., to Front Royal, Va., (runs twice)

611's SPECIAL APPEARANCES

- Over the weekend of May 14, 2016 - visitors to the Virginia Museum of Transportation will get to view 611 fired up, and meet the crew.
- June 4, 2016 - After the morning excursion, 611 will make a guest appearance at the Manassas, Va., Heritage Railway Festival.
- June, 2016 - 611 will be on display at the VMT.
- July, 2016 - 611 will be featured at the North Carolina Transportation Museum for special events.
- Early August, 2016 - 611 will return to the VMT.
- Early September, 2016 - 611 again will return to the NCTM for special events and maintenance.
- Sept. 24-25, 2016 - 611 will travel to Danville, Va., to be featured during Danville Rail Heritage Days.
- 611 will return to Roanoke after the NCTM events conclude in the fall.

NRHS TO THE OFFICERS, FRIENDS AND NEWSLETTER EDITORS IN NRHS DISTRICT 2:

(Edited from an email by Mark Eyer dated January 10, 2016)

I am writing you to inform you of my decision to not seek re-election to a 4 year term representing all of you in District 2 on the NRHS Board of Directors. My current 4 year term ends just prior to the fall NRHS Board meeting in October 2016.

District 2 which includes all of the chapters in Pennsylvania is unique as it is the smallest district size wise (just the Commonwealth of PA), but we also have the largest concentration of members with 12 chapters, some that are very large and some that are small. I trust that one of you will step forward and assume this board seat to represent District 2 on the Board along with our other NRHS Director, Harold "Smoke" Shaak of the Lancaster Chapter. Unfortunately, work requirements preclude me from providing the required time on NRHS matters to be effective on the NRHS Board at this time.

There is much work to do however, and I trust that several of you will run for this open board seat. To run for the NRHS Board, you need to contact the Electoral Committee chaired by John Fiorilla with NRHS Secretary Bob Ernst, Global Director Steve Barry and Ad Council Chair Fred Kurtz, also members of this committee. You must file to run for this 4 year term by March 31, 2016 with the Electoral Committee.

John Fiorilla may be contacted at: John K. Fiorilla, General Counsel, Electoral Committee Chairman, National Railway Historical Society, Inc. jfiorilla@capehart.com

Full details on the NRHS Notice of Elections Call For Candidates can be accessed in the December 2015 NRHS News at https://admin.nrhs.com/NRHSNews/NRHS_News_December2015.pdf

I am certain that several of you on this email will accept this opportunity to run for election and join the NRHS Board of Directors, please contact me if you would like to discuss this in more detail.

Sincerely,

Mark S. Eyer, NRHS Board of Directors - District 2 Rep.

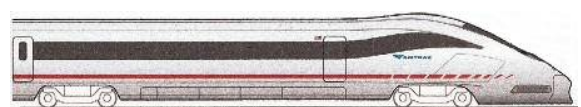
283 Tanger Road, Boiling Springs, PA 17007

Harrisburg Chapter NRHS

Day Phone: 800 733 2459 FREE ext # 2159

Home phone 717 249 4899 Cell phone 717 574 1035

Email: meyer@dailyexp.com



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****~~FEBRUARY 15, 2016 - MONDAY, 7:30 PM - CHRISTIANA FRT. STATION - REGULAR MEMBERSHIP MEETING~~**THIS MEETING HAS BEEN **CANCELLED** DUE TO WINTER WEATHER CONCERNS**MARCH 20, 2016 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Join us for our first Regular Membership Meeting of 2016. Chapter Friend Paul Kutta will present a preview of this year's chapter trip to Cuba. Go Back in Time to experience Cuba's workers paradise. See rare American steam locomotives on three different gauges in the cane fields and sugar mills. Also, see Russian, Czech and American diesels in service on the Ferrocarriles de Cuba, that is operated like a railroad in the U.S.A. in 1950. A ride on the ex-Hershey interurban electric line and a few classic autos will be included.

APRIL 18, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**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

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 AND SAFETY OF YOUR HOME!

2016 MEMBERSHIP RENEWALS ARE DUE NOW!

DON'T MISS THE TRAIN! PLEASE REMIT YOUR 2016 NATIONAL N.R.H.S. DUES PAYMENT TO ENSURE THAT YOUR PAYMENT IS PROPERLY RECORDED AND YOUR MEMBERSHIP IS VERIFIED BEFORE THE MARCH 31, 2016 DEADLINE. IF YOUR DUES PAYMENT IS NOT RECEIVED AND PROPERLY RECORDED BEFORE MARCH 31, 2016, 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.



THE CHAMPIONS - STREAMLINERS OF THE ATLANTIC COAST LINE RAILROAD



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. HAS BEEN CANCELLED DUE TO WINTER WEATHER CONCERNS.

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$20 PLUS \$12 IF YOU DESIRE A MAILED NEWSLETTER. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@NRHS1.ORG.

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

Forwarding and Address Correction Requested

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

FIRST
CLASS
MAIL