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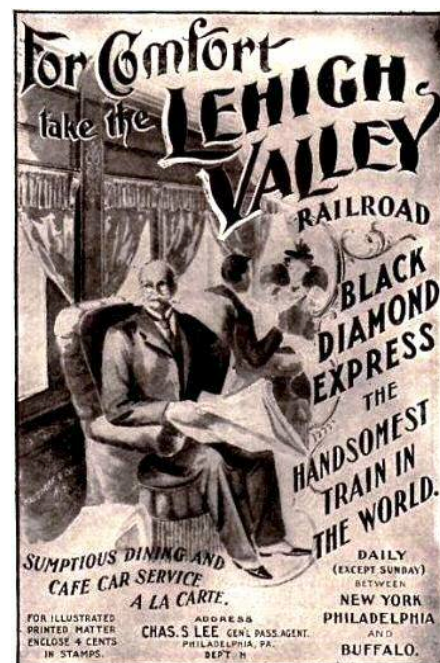


## Lehigh Valley Railroad

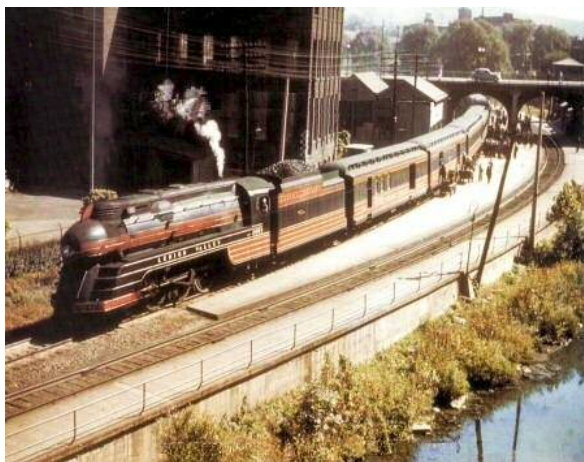
◆ The Route of ◆  
The Black Diamond

The Lehigh Valley was well-known for its passenger service. With its double track mainline to Buffalo, the cities of Ithaca and Geneva had busy passenger stations, both of which still exist today along roadbeds long since removed. Trains such as the *Maple Leaf* (with connections to Toronto) and the *Star* traveled the area, but the premier passenger train was the *Black Diamond Express*.

Before its inaugural run on May 18, 1896, the Lehigh Valley held a contest to name what would be its new luxury train. From over 35,000 entries, the name selected was submitted by Charles Montgomery, a hotel clerk in Toledo, Ohio. The winning entry, the *Black Diamond Express*, was considered most befitting the premier train of a railroad conceived to haul coal. Running from New York City to Buffalo, the *Black Diamond* was promoted as a train of luxury. The 315-foot long train was the fastest in their fleet. The *Black Diamond* had chefs on board who were skilled in culinary arts. Complete kitchens had every facility present for "preparing and serving substantials and delicacies in most appetizing fashion." Day coaches were outfitted with plush velvet chairs, a large comfortable smoking room, and lavatories for both men and women. The last car seated 28 passengers and included a parlor and an observation platform. It was equipped with plate glass windows at the rear and wicker chairs for passenger pleasure. Initially touted by the Lehigh Valley as "The Handsomest Train in the World," the roadbed it traveled soon became known as "The Route of the Black Diamond." Because of its appeal to newlyweds on their way to Niagara Falls, the train was nicknamed the "Honeymoon Express."



1898 LEHIGH VALLEY RAILROAD ADVERTISEMENT FROM SCRIBNER'S MAGAZINE ADVERTISER



THE BLACK DIAMOND AT BETHLEHEM, PA. CIRCA 1940

The Lehigh Valley Railroad may have been the smallest railroad to serve the Buffalo to New York City market. However, it is one of the most fondly remembered with its colorful locomotives, fascinating history, and local appeal for the communities it served. The Lehigh Valley was one of the many anthracite railroads which popped up in eastern Pennsylvania, New Jersey, and New York looking to tap the rich clean coal the region had to offer (other railroads included the Reading, Central Railroad of New Jersey, Lehigh & New England, and the Lehigh & Hudson River). For years the railroad, which dated back to 1853, profited quite nicely from this traffic as it was stable for residents and businesses alike for both fuel and warmth.

The *Black Diamond* was not the only notable passenger train that the Lehigh Valley operated and was actually the last to receive streamlining. The Lehigh Valley began delving into the streamliner market in 1938, in an attempt to compete with the



**"THE JOHN WILKES" K-5B STREAMLINED PACIFIC, LEHIGH VALLEY RAILROAD 1939 - PAINTING BY MARK KARVON**

larger railroads, when it hired noted industrial designer Otto Kuhler to modernize its train. Kuhler also designed the Baltimore & Ohio's *Royal Blue*, the Milwaukee Road's *Hiawathas* and the Gulf, Mobile & Ohio's *Rebel*.

The first two trains to receive very modest, but noted, streamlining were the *Asa Packer* and *John Wilkes*. After seeing the success these streamlining efforts brought, the Lehigh Valley Railroad decided to go all out on its flagship, the *Black Diamond*.

While the Lehigh Valley did purchase a small fleet of lightweight, streamlined equipment for the *Black Diamond*, many of the cars used for its streamliner trains were built by its own shop forces of older heavyweight equipment. The original version of the *Black Diamond* unveiled by Kuhler featured a handsomely streamlined 4-6-2 Pacific Type steam locomotive bedecked in a striking livery of Cornell red and

black, playing on the theme of the railroad's movement of anthracite coal. The interior of the train likewise featured themes of coal and "black diamonds" and was quite classy, even while the Lehigh Valley Railroad was always pressed for cash (the on-board attendants even wore uniforms with the name of the train and the diamond logo).

However, following World War II the Lehigh Valley began to seriously struggle as demand for anthracite coal dwindled and the public stopped using the coal to heat their homes. By 1956, the railroad would show its final annual profit and every year following it slipped further into the red.



**LEHIGH VALLEY No. 2089, A CLASS K-6B PACIFIC-TYPE, STREAMLINED FOR THE BLACK DIAMOND AT SAYRE, PA. ON JANUARY 28, 1940**

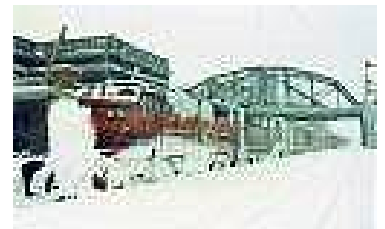


**LEHIGH VALLEY No. 601, AN ALCO PA-1, AT SAYRE, PA. IN NOV. 1964 - ALBERT J. DERR PHOTO**

In 1948, the Lehigh Valley upgraded its motive power for the *Black Diamond* with the American Locomotive Company's beautiful PA passenger diesels (the Lehigh Valley was also the first railroad to test the PA-1 model, on June 26, 1946), which were adorned in a striking new version of the Lehigh Valley's Cornell red and black passenger livery (red replaced black as the dominate color, with the latter used in a pinstriping pattern similar to the "cat whiskers" used on the Pennsylvania Railroad's GG1 electric locomotives). These locomotives included a fleet of fourteen numbered 601-614 and were stunningly beautiful despite never owning any "B", booster units and the train's only marginal success.

Lehigh Valley No. 601 was the first of the Valley's Alco PA-1's built in March 1948. After passenger service ceased in February 1961, it was used in freight service for a while before being sold to parent PRR in late 1964 to be used as a trade in credit on a Century 425.

As with most railroads, trains and tracks began to rapidly disappear on the Lehigh Valley after World War II. As competition grew through the 1950s and the Lehigh Valley began to sink further and further into red ink, it decided it was time to exit the passenger business and petitioned the ICC for approval, which was eventually granted. Passenger service ended between Ithaca and Auburn in 1948. *The Black Diamond* and *Star* made their final runs on May 11, 1959. Early in the morning of February 4, 1961, a blinding snowstorm welcomed the final Lehigh Valley passenger train into Geneva, New York, the *Maple Leaf*. Given its lateness and the storm, the passing of an era went almost unnoticed. With a main line that simply could not compete with nearby competitors like the Pennsylvania Railroad, New York Central, and even the Erie/Erie-Lackawanna, the Lehigh Valley was finally forced into bankruptcy in the early 1970s and was absorbed into the Conrail system on April 1, 1976.



**LV 603 POWERS THE LAST EASTBOUND MAPLE LEAF AT BETHLEHEM, PA. ON FEB. 4, 1961**

Today, portions of the original Lehigh Valley are operated by Conrail, CSX, Finger Lakes Railway, Livonia, Avon & Lakeville, Norfolk Southern, Reading & Northern, R. J. Corman and a few other entities.

[From the Lehigh Valley Railroad Historical Society and American-Rails.com]



## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### AMTRAK 188 CRASH UPDATE: ENGINEER REMEMBERS THROTTLING UP BEFORE CRASH

By Bob Johnston, Feb. 1, 2016 - *Trains* New Wire

WASHINGTON — Amtrak engineer Brandon Bostian has more than three years experience operating Northeast Corridor passenger trains day in and day out. But he'd only been in charge of a train with an ACS-64 locomotive “two dozen-ish times” the year before he crashed his train in Philadelphia last May.

That revelation was among 77 pages of oral testimony Bostian gave to National Transportation Safety Board investigators in May and again in November. Bostian was engineer for the Northeast Regional No. 188 train that derailed at 106 mph at Frankford Junction, Pa., northeast of Philadelphia on May 12. The crash killed eight passenger, injured dozens, and destroyed a train. The text of the questions and Bostian's responses were among the 164 exhibits and 2,193 pages released today by the NTSB on its website.

The documents the safety agency released do not make a conclusion about what happened that evening. That determination will come after NTSB members weigh all the evidence. Among the exhibits are a train derailment study, impact detector and event recorder reports, and a rail profile image sequence examining rail wear on the curve where the derailment took place. But the two Bostian interviews give a clearer picture of the circumstances surrounding the accident.

Bostian told the investigators that he primarily was assigned round-trips out of his New York crew base to Washington, D.C., on Acela Express trainsets in both directions. It was only after he “bumped” into different assignments during the previous month that he would “very very sporadically” draw an ACS-64.

His most-recent Thursday through Tuesday work weeks in the month prior to the accident had involved running an Acela from New York to Washington and returning at the head of either train 90, the Palmetto, on the weekends, or Northeast Regional no. 198 on weekdays (the latter train has since been discontinued and combined with no. 90). Bostian told investigators that these New York-bound trains were generally assigned the older AEM-7 locomotives. That assignment was switched to a return on no. 188 as part of the shortening of layover times in Washington.

In response to a question, Bostian said, “I think it takes a long time to feel really familiar [with the new locomotive] but I felt comfortable with it.

He recounted his memory of the sequence of events that evening, which included a radio advisory from a SEPTA engineer that the windshield of his train had been “broken and busted out,” and the equipment was stopped in emergency ahead on Track 1 between Philadelphia's 30th Street Station and North Philadelphia. Bostian was concerned that personnel would be on the ground inspecting the train so he radioed that 188 would be “coming up on [Track] 2 and they didn't have protection. Also, I think there was an opposite-direction train,” he added.

He also mentioned excessive wind noise escaping around a “black tar-like” substance around his front window.

Bostian explained the visual cues of the (clear) home signal at Shore interlocking and an overpass, as well as the sequence of speed limits leaving North Philadelphia: a 65 mph curve, then an 80 mph straightaway, then the 50 mph curve at Frankford Jct. On the second interview, he remembers incorrectly “targeting” 70 mph as the track speed for the straight stretch on that evening.

“For any type speed increase, I gradually increase the throttle. I don't slam

it all the way open if I'm going slow. But if you're going kind of fast, it's OK to slam it open. But I typically accelerate in full throttle and then back off as I approach maximum speed.”

The last thing Bostian remembered before the derailment itself, however, is increasing the speed above 70 mph after he realized that the target on the straightaway should have been 80 mph.

Then at the curve, he recalled making a 10-pound brake pipe reduction. “I realized from the force of my body that this is something very serious and I need to bring the train speed down quickly.” He then made a full service application, and finally an emergency application in quick succession.

Though not specifically referenced in questioning, Bostian's testimony does establish a possible link between the ACS-64's quick acceleration compared to AEM-7s, a fact revealed by another Amtrak engineer during a Trains cab ride aboard one of the new locomotives on June 2, 2014, and the relative inexperience of train no. 188's engineer with the engine.

Still unexplained is the engineer's lack of memory at a crucial time.

Investigator: Is anything coming back to you approaching that curve?

Bostian: As far as this incident goes, I really wish I could remember because I really don't know what happened.

### GOVERNOR WOLF ANNOUNCES PLANS TO IMPROVE HARRISBURG TRANSPORTATION CENTER

Harrisburg, PA - Jan. 21, 2016 - Governor Tom Wolf today announced plans for improvements to the Harrisburg Transportation Center and surrounding areas. The governor was joined by PennDOT Secretary Leslie S. Richards and Mayor Eric Papenfuse.

“Enhancing Pennsylvania's transportation infrastructure is essential to the region's economy and the Harrisburg Transportation Center is a vital hub that serves our Keystone Corridor passenger rail service, as well as intercity bus and local transit,” Governor Wolf said. “The center serves more than 1.6 million riders per year, including many people working for the commonwealth. State government calls Harrisburg home and we want to partner with the city where possible to improve the quality of life for its residents and businesses.”

PennDOT envisions an initial investment of \$15 million in federal and state dollars to bring the Transportation Center to a state of good repair. Long range, the project envisions \$50 million to \$60 million in federal and state dollars for station and other transportation and land use improvements. These are intended to attract private sector investment to improve the areas around the station.

“We want to partner with Amtrak, the city of Harrisburg, and its redevelopment authority to invest in this center and help create a magnet for redevelopment in the surrounding area,” Secretary Richards said. “This is a huge step on the road to that goal.”

“We see this critical investment as the next step in the City's ongoing revitalization,” Mayor Papenfuse said.

The Harrisburg Transportation Center, the former Pennsylvania Railroad Station, is the western terminal point for all but two of the 28 Amtrak trains that serve the station each day. The service attracts more than 1.6 million riders a year and intercity and local buses also connect at the center.

Michael Baker Corp. and a subcontractor, BASE Architecture Planning and Engineering, Inc., will begin by conducting research and outreach as a first step to a Transit Oriented Development plan. [Commonwealth of Penna.]



### FRA GIVES GREEN LIGHT TO REBUILD BWI RAIL STATION, INCREASE SERVICE AND RELIABILITY

*Completed environmental review allows Maryland to secure funds for final design and construction*

Thursday, Feb. 4, 2016 - FRA Public Affairs

WASHINGTON - The Federal Railroad Administration (FRA) issued a Finding of No Significant Impact (FONSI) for the new Baltimore/Washington International Thurgood Marshall Airport (BWI) rail station. The project includes adding a fourth track to nine miles of the Northeast Corridor surrounding BWI and reconfiguring the platforms to allow boarding from all four tracks.

"The current rail station and infrastructure at BWI was built more than 30 years ago and does not support today's needs or the region's expected growth," said U.S. Transportation Secretary Anthony Foxx. "The completion of the environmental review for this project brings BWI one step closer to a safer rail station, reduced rail congestion, and increased reliability."

Beyond Traffic, the U.S. Department of Transportation's draft framework for the future, projects a population growth of 70 million more Americans over the next 30 years. The Northeast megaregion, which includes the area of Baltimore, among others, is projected to add an additional 18.4 million people during this time, a 35.2 percent growth from 2010.

FRA completed the environmental assessment and preliminary engineering, which will allow final design and then construction to begin. Funding for final design and construction has not yet been identified.

Both Amtrak and Maryland Area Regional Commuter (MARC) trains provide passenger rail service at the station, which has seen increased ridership by daily commuters and airline passengers. The station is Amtrak's thirteenth busiest station in the country.

Currently, there are only three tracks between the Grove Interlocking to the south near Odenton, Md. and the Winans Interlocking to the north near Halethorpe, Md. The addition of a fourth track would increase rail capacity and reliability.

In Fiscal Year 2010, FRA awarded a \$9.4 million High-Speed Intercity Passenger Rail grant funded through the American Recovery and Reinvestment Act of 2009 to the Maryland Department of Transportation to fund the environmental analysis and conduct preliminary engineering work.

### FRA TO STATES: VERIFY TRAFFIC LIGHTS CONNECTED TO RAILROAD CROSSINGS FUNCTION CORRECTLY

Wednesday, Feb. 17, 2016 - FRA Public Affairs

*Administrator sends letter to state DOTs urging them to conduct inspections with railroads*

WASHINGTON - The Federal Railroad Administration (FRA) today called on state departments of transportation to verify that railroad crossing warning systems interconnected to traffic lights function properly. The agency also urged states to add event recorders to traffic lights connected to railroad crossing systems so information obtained during inspections can be used to improve safety. Across the United States, there are nearly 5,000 railroad crossings interconnected with traffic lights. View a state-by-state list of crossings connected to traffic lights: <http://www.fra.dot.gov/eLib/Details/L17343>.

"Reducing fatalities at railroad crossings is an achievable goal. But we can only achieve it if federal, state and local governments work together with railroads to verify that these crossings connected to traffic lights work properly," said U.S. Transportation Secretary Anthony Foxx.

"I have made improving railroad crossing safety a top priority of mine because I know that we can and must do better," FRA Administrator Sarah E. Feinberg wrote in a letter to the heads of state departments of transportation across the country. "But the Federal Railroad Administration cannot solve this problem on its own. Unless we work closely with state and local officials, law enforcement, railroads and transportation officials,

and other stakeholders, we will not have the impact we are striving for and we will not save as many lives. But working together, I know we can do more to prevent these incidents."

While railroads are required to inspect lights and gates at railroad crossings monthly, FRA has urged states before—and is doing again today in a letter with an attached safety advisory—to have traffic experts periodically join railroads on those inspections. During those joint inspections, traffic experts and railroads should verify that the traffic lights and crossing lights are properly sequenced and enough time is provided for traffic to clear from a nearby intersection before a train enters a crossing.

"Simply put: We strongly recommend that state and local transportation officials, together with railroad officials, visit crossings in their region and monitor and test crossing signals and adjacent traffic signals to ensure that the signals are synced and operating properly," Feinberg wrote.

Last year, FRA launched a new, comprehensive campaign to reverse the recent uptick in railroad crossing fatalities. The campaign includes partnering with Google and other tech companies to use FRA data that pinpoints the country's 200,000 railroad crossings to add visual and audio alerts to map applications. FRA has also worked with local police to increase enforcement around railroad crossings.

In 2010, the Federal Railroad Administration reminded states across the country in a safety advisory of the importance of ensuring that railroad crossing systems and traffic signal systems are coordinated with each other and work properly to control traffic flow at and near railroad crossings. Safety has always been paramount since FRA's establishment in 1966. While the number of incidents, deaths and injuries has declined since then, FRA remains committed to reducing the annual number of crossing fatalities to zero.



### CSX TESTS DISTRIBUTED POWER, BRAKES OVER C&O's ALLEGHANY GRADE

By Chase Gunnoe, Jan. 20, 2016 - *Trains* News Wire



HUNTINGTON, W.Va. — With snow flakes falling and temperatures in the single digits, CSX is taking advantage of the cold weather to introduce distributed power technology on its ex-Chesapeake & Ohio mainline in southern West Virginia.

**MID-TRAIN DISTRIBUTED POWER-EQUIPPED LOCOMOTIVES NOS. 3017 AND 832 HELP ASSIST A 220-CAR TRAIN OVER CSX TRANSPORTATION'S KANAWHA SUBDIVISION IN ST. ALBANS, W.VA., ON TUESDAY JAN. 20 - CHASE GUNNOE**

On Tuesday morning, CSX train T302-14 rolled through St. Albans, W.Va., with head end locomotives CSXT Nos. 964 and 3165, 110 coal loads, two distributed power-equipped locomotives, Nos. 3017 and 832 and another train set of 110 coal loads. The 220-car train, featuring an all AC-traction consist is bound for Cross, S.C., and is the first of its kind on this route.

While CSX has been operating 200-plus car coal trains as part of the railroad's "long train initiative," all trains have been running with extra head end power while also using the Ronceverte, W.Va. 'helper' for an extra boost over Alleghany grade on the Virginia-West Virginia border. The railroad is introducing the technology to ensure that brake pressure is adequately charged throughout all of the train during cold weather.

At 11,956 feet long and weighing in at 31,235 tons, the train is expected to arrive in Richmond, Va., on Thursday. During its journey across the New River Gorge and Alleghany grade, an on-board road foreman of engines and locomotive experts from GE will monitor any irregularities. The train is also expected to add the Ronceverte, W.Va., helper on the rear of its train set

once at the base of Allegheny grade, only to serve as a supplemental locomotive.

"We have necessary engineering and communications to get distributed power through all tunnels on the C&O," says Mike Pendergrass, CSX Vice President and Chief Transportation Officer in an interview with *Trains*.

One of the railroad's main advantages to using distributed power technology is not only to ensure maximum operating efficiency, but is also to ease congestion in Richmond, Va., where trains have to transition from Fulton to Acca Yard.

#### CSX TO STREAMLINE MECHANICAL OPERATIONS AT 16 LOCATIONS

JACKSONVILLE, Fla., Feb. 12, 2016 (GLOBE NEWSWIRE) -- As part of CSX's ongoing commitment to driving network improvement and resource efficiency to match demand, the company is streamlining operations at 16 lower-volume mechanical facilities.

Operations will be reduced at car shops in Montgomery, Alabama; Washington, D.C.; Baldwin, Florida; Evansville and Indianapolis, Indiana; New Orleans, Louisiana; Detroit and Grand Rapids, Michigan; Wilmington, North Carolina; Kenmore, New York; Ashtabula, Ohio; Erie and Pittsburgh, Pennsylvania; Florence, South Carolina; Richmond, Virginia; and Huntington, West Virginia.

The streamlining is designed to better coordinate shop activities across the CSX network while maintaining inspection and maintenance performance levels. These changes will impact approximately 116 CSX mechanical employees, some of whom will be given opportunities to fill positions in other higher-demand areas of the network. CSX human resources personnel are working directly with affected employees to identify possible opportunities and assist in the transition.

Train operations through the affected areas will continue as normal, and CSX will continue to deliver the high level of safety and service that customers and communities expect. [CSX Corp.]



#### NORFOLK SOUTHERN REPORTS FOURTH-QUARTER AND FULL-YEAR 2015 RESULTS

Norfolk, Va. - Jan 27, 2016 - Norfolk Southern Corporation today reported fourth-quarter and 2015 financial results.

Fourth-quarter net income was \$361 million, or \$1.20 per diluted share, compared with \$511 million, or \$1.64 per diluted share, in fourth-quarter 2014. For 2015, net income was \$1.6 billion, or \$5.10 per diluted share, compared with \$2.0 billion, or \$6.39 per diluted share, in 2014.

Results included expenses related to restructuring the company's Triple Crown Services subsidiary and closing its Roanoke, Va., office, which together reduced fourth-quarter net income by \$31 million, or \$0.10 per diluted share, and lowered 2015 net income by \$58 million, or \$0.19 per diluted share.

#### 2015 SUMMARY

- Railway operating revenues were \$10.5 billion, 10 percent lower compared with 2014, reflecting an \$852 million, or 64 percent, reduction in fuel surcharge revenues. Traffic volume was down 3 percent, driven by a sharp decline in coal.
- General merchandise revenues declined 6 percent to \$6.3 billion, while traffic volume was about even compared with the prior year.
- Intermodal revenues totaled \$2.4 billion, 6 percent lower compared with 2014. Traffic volume was up slightly for 2015.
- Coal revenues were \$1.8 billion, down 23 percent, due to a 16 percent decline in traffic volume compared with 2014.
- Railway operating expenses of \$7.6 billion declined \$422 million, or 5 percent, compared with 2014, despite \$93 million of additional expenses related to the Triple Crown restructuring and Roanoke office closure.

- Income from railway operations was \$2.9 billion, 19 percent lower compared with 2014.

- The operating ratio for the year was 72.6 percent compared with 69.2 percent the prior year. The Triple Crown restructuring and Roanoke office closure costs added 0.9 percentage points to the operating ratio.

For 2016, Norfolk Southern plans to invest \$2.1 billion to maintain the safety of its rail network, enhance service, improve operational efficiency, and support growth opportunities. [Edited from Norfolk Southern Corp.]

#### NORFOLK SOUTHERN ANNOUNCES FURTHER DETAILS OF ITS STRATEGIC PLAN TO REDUCE COSTS, DRIVE PROFITABILITY, AND ACCELERATE GROWTH

*Projected annual productivity savings of more than \$650 million by 2020*

Norfolk, Va. - Jan 27, 2016 - Norfolk Southern Corporation today announced further details of its strategic plan designed to streamline operations and drive profitability and growth. The Company's projected expense reduction and disciplined cost control initiatives are in the categories of compensation and benefits, purchased services and rents, materials, and fuel.

The Company expects to achieve annual productivity savings of more than \$650 million per year by 2020, growing from an initial \$130 million in 2016. With this plan, Norfolk Southern expects to improve consistency, reliability, and availability, resulting in a faster, lower cost, and more profitable railroad. The Company has already begun implementing the plan and expects associated net benefits to begin appearing in Norfolk Southern's financial results beginning in the first half of 2016.

The strategic plan, which was announced on Dec. 4, 2015, is the result of a six-month, comprehensive evaluation of the Company's business model, including customer service, network performance efficiency measures, and revenue growth. The evaluation was led by Norfolk Southern's Chairman, President and CEO James A. Squires with the assistance of the Board of Directors and management team. As a result of these measures, the Company expects to achieve an operating ratio below 70 in 2016 with additional improvements driving OR to less than 65 by 2020, with double digit annual EPS growth, increased ROE and higher return of capital.

Squires said, "Our new leadership team has already taken significant steps to improve financial and operational performance. Specifically, we are focused on delivering high levels of superior service to build a more profitable franchise based on price and volume growth, implementing efficiency measures, and increasing returns, while simultaneously maintaining our commitment to returning substantial capital to shareholders through share repurchases and dividends.

"While Norfolk Southern's fourth-quarter results do not yet reflect the initiatives under way, we believe we have the right strategic plan to streamline operations, accelerate growth, and enhance value for shareholders. The plan leverages our core competencies in customer service and reliability, while also improving network efficiency and consolidating operations. Importantly, through disciplined cost control, we believe we can achieve the productivity savings outlined in this plan, and even more."

The plan is a balance of revenue growth through pricing and volume, and resource optimization through a variety of expense reduction and cost control initiatives, including:

- **Compensation and Benefits.** Service and efficiency improvements, consolidation, and network rationalization will enable Norfolk Southern to reduce headcount in 2016 and beyond, building on initiatives begun in 2015 to right-size the workforce. This improved productivity is expected to result in \$420 million in annual expense savings by 2020. Norfolk Southern expects to:
  - > Reduce headcount by 2,000 employees by 2020.
  - > Decrease overtime by 50 percent from 2015 levels.
  - > Reduce employee levels in areas affected by lower coal traffic and by the

rightsizing of the Company's coal infrastructure.

- > Consolidate operating regions from three to two.
- > Halt or reduce operations in several hump or secondary yards in 2016, reducing manpower needs and locomotive fleet requirements and consolidating traffic on fewer, larger trains.
- > Dispose of or downgrade 1,500 miles of secondary lines by 2020, including 1,000 miles in 2016, as traffic is rerouted onto higher-density lines and some parts of the system are more economically operated in collaboration with short-line rail carriers.
- **Purchased Services and Rents.** Projected efficiency improvements and network rationalization should enable Norfolk Southern to realize annual savings of \$70 million by 2020 by reducing the size of the car fleet and associated costs and reducing payments to third parties. Norfolk Southern expects to:
  - > Reduce equipment rental and lease costs, along with maintenance expenses for that equipment.
  - > Reduce the use of third-party switching terminals by leveraging the recently completed expansion of Moorman Yard in Bellevue, Ohio.
  - > Reduce trackage and haulage payments.
- **Materials.** Projected efficiency improvements should enable Norfolk Southern to reduce expenses by \$80 million per year by 2020. Norfolk Southern expects to:
  - > Decrease locomotive maintenance expenses by reducing active fleet size by 300 units in 2016 and another 100 units by 2020 through improved velocity, line, yard, and local-switching-network rationalizations.
  - > Reduce overhaul and maintenance expenses and improve locomotive reliability by replacing older, less-reliable units.
  - > Conserve capital while enhancing the efficiency and reliability of the locomotive fleet by continuing the company's innovative (1,200-unit Dash 9 - Ed.) 6-axle rebuild strategy, which includes DC to AC conversions.
- **Fuel.** Projected fuel efficiency initiatives should allow Norfolk Southern to reduce fuel consumption by \$80 million per year by 2020 through. Norfolk Southern expects to:
  - > Maximize fuel efficiency through implementation of energy management technology.
  - > Reduce fuel consumption as a result of fewer units in the fleet, removal of the oldest, least efficient units, and higher system velocity. [Norfolk Southern Corp.]

#### [NORFOLK SOUTHERN FACILITATED \\$4.2 BILLION IN INDUSTRIAL INVESTMENT ALONG RAIL LINES IN 2015](#)

NORFOLK, Va., Feb. 4, 2016 – Norfolk Southern assisted 93 industries in locating or expanding their businesses along its rail lines in 2015.

The 61 new and 32 expanded industries represent an investment of \$4.2 billion by NS customers and are expected to create 6,200 new jobs in the railroad's territory, generating more than 85,000 carloads of new rail traffic annually.

"While the energy sector has been severely impacted by the drop in commodity prices, this sector -- including alternative energy production -- still accounted for nearly 20 percent of the projects that started operations this year," said Jason Reiner, assistant vice president industrial development. "However, the largest impact to our communities was the strong showing in manufacturing, accounting for \$3.7 billion in new investment and 5,600 new jobs. Renewed growth in the automotive industry was the largest contributor to this success. We expect to see continued growth in manufacturing in 2016 as projects currently in development begin full operation."

Norfolk Southern works with state and local economic development authorities on projects involving site location and development of infrastructure to connect customers to its rail system and provides free and

confidential plant location services, including industrial park planning, site layout, track design, and supply chain analysis. During the past 10 years, NS' Industrial Development Department has participated in the location or expansion of 989 facilities representing an investment of nearly \$60 billion and creating more than 42,000 new customer jobs in the territory served by the railroad. [Norfolk Southern Corp.]

#### [NORFOLK SOUTHERN'S LAST WEST VIRGINIA SECONDARY TRAIN](#)

By Chase Gunnoe, Feb. 5, 2016 - *Trains* News Wire

CHARLESTON, W.Va. — Trains of tank, hopper, and gondola cars through portions of West Virginia and Ohio are at an end as Norfolk Southern phases out rail traffic on a section of its West Virginia Secondary line. The early warning signs came during a Jan. 12 announcement that the railroad would consolidate its Pocahontas and Virginia operating divisions.



**NS SD40E No. 6344 LEADS THE FINAL REVENUE TRAIN NORTH OVER THE WEST VIRGINIA SECONDARY AT WINFIELD, W.VA., ON FEB. 5, 2016 - PHOTO BY CHASE GUNNOE**

"In a related move, Norfolk Southern is changing traffic patterns and idling parts of its West Virginia Secondary, a 253-mile ex-Conrail line between Columbus, Ohio, and central West Virginia that has experienced steady declines in business in recent years," an NS media advisory warned customers last month. Despite the announcement, the

railroad continued running the line's only two trains, NS 380 and 381 between Watkins Yard in Columbus and Dickinson Yard, just south of Charleston, W.Va., unchanged through January and into the early days of February. Local fans speculated on when the line's closure would take place and how it would have an impact on the rail landscape of southeastern Ohio and central West Virginia, where little to no other rail-served business exists.

The answer came Thursday when the railroad ran its final northbound train to Columbus as NS train No. 610. Equipped with three locomotives, all of Conrail descent, the sizable freight rolled to a stop in Nitro, W.Va., to acquire four outbound cars. What looked as if it was a typical day in the small industrial yard, it would be the last time a revenue train would depart north from Nitro.

On Thursday afternoon, the train rolled through the Kanawha Valley before crossing the Ohio River at Point Pleasant. After intercepting a recrew at Hobson Yard, the train continued north through southeastern Ohio late Thursday afternoon on its final trip to Columbus. As the handbrakes were applied on Thursday night in Watkins Yard, it signified the end of an era for what was once a busy New York Central line.

Crew terminals have been abolished and following Thursday's final train, the railroad has shuttered 100 miles of the West Virginia Secondary from southeastern Ohio to central West Virginia. Local industries will continue to be served by road locals at Dickinson Yard near Charleston and the Genesee & Wyoming's Ohio Central Railroad will continue operating on the north end of the route in Ohio.

To rectify the idling of the line's north end, the railroad's ex-Virginian Railway Princeton-Deepwater District is expected to inherit both freight trains between Alloy and Gilbert yards in rural southern West Virginia. This will be the first time the coal-dominant territory has seen freight service in more than two decades. The trains will use the P-D District to Gilbert via Elmore before crossing onto the railroad's former Norfolk & Western coal branch line to Wharncliffe, W.Va. In Wharncliffe, the new train is proposed to go west to Williamson where cars will then be switched for outbound shipment to their destination.

Locals say the new freight trains are “welcomed business” on a route where coal has already prompted the railroad to make numerous cutbacks. In October, NS mothballed 55-miles of its PD District between Elmore Yard and Princeton on its famed Clarks Gap route due to declining coal volumes.



### CP OPENS 'CONSOLIDATION' WEBSITE PROMOTING MERGER WITH NS

By Bill Stephens, Feb. 11, 2016 - *Trains* News Wire

Canadian Pacific today unveiled a new website — [cpconsolidation.com](http://cpconsolidation.com) — dedicated solely to its proposed merger with Norfolk Southern.

The friendly, cooperative tone of the site is a departure from CP's hostile takeover talk from December and January. “Together, CP and Norfolk Southern would make a transcontinental railroad with the scale and reach to deliver unsurpassed value to shareholders,” the site's introduction begins. “We invite NS leadership to sit down with CP to discuss the offer, and consider the full range of options — together.”

CP on Feb. 9 said it would drop a potential proxy battle and instead opt for a non-binding shareholder resolution that asks the NS board to enter into good faith discussions with CP regarding a merger.

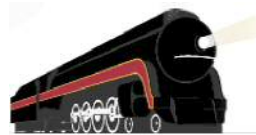
The new website — whose URL is reminiscent of a CP 2-8-0 — touts the benefits of a CP-NS combination and asks NS shareholders to support CP's resolution. NS shareholders will vote on the matter at the company's annual general meeting, which is typically held in May.

The NS board can schedule the annual meeting anytime between March 1 and June 30. No date has been set yet for the meeting.

On Feb. 10, CP CEO E. Hunter Harrison said CP would end its bid for NS if shareholders reject the resolution.

CP proposed the \$28 billion combination in November, saying a merger would increase competition, improve service, and free up capacity in congested Chicago. But the merger proposal has been met with opposition from some shippers and shipper groups, rail labor, the other Class I systems, and some members of Congress.

NS has rejected CP's three merger offers as “grossly inadequate” and fraught with regulatory risk. And NS says “further discussions are not in the best interests of NS shareholders unless CP offers NS shareholders compelling value and addresses the regulatory issues inherent in its proposal.”



### 611 IS READY FOR ACTION

By Chase Gunnoe, Feb. 12, 2016 - *Trains* News Wire

SPENCER, N.C. — No. 611 is back and ready for action. The Norfolk & Western Class-J 4-8-4 passenger locomotive came out of Virginia Museum of Transportation shops in Roanoke, Va., early Thursday morning after having work done on its lead truck. Steam crews then piloted her east to the North Carolina Transportation Museum where crews restored the locomotive to operation last year.

The deadhead move left from a frigid downtown Roanoke at around 6:10 a.m. Thursday, making a mostly pre-dawn trip east on the old Virginian Railway to Altavista, Va., before diverting south toward Spencer, N.C., on Norfolk Southern's former Southern Railway Danville District. The train included No. 611, a water canteen car, two tool cars and two gondolas.

The train made stops in Hurt, Va., and Danville, Va., for crew changes and servicing, as well as additional brief stops to meet NS trains on the Danville District. Blue skies and large smoke plumes had photographers out in droves despite the lackluster consist of a repositioning move.

The locomotive arrived at the Spencer museum late Thursday afternoon in advance of its highly anticipated 2016 excursion season beginning on April 9. The locomotive is expected to undergo mechanical work at the museum before its first public excursion from Spencer, N.C., to Lynchburg, Va.



### STEAM LOCOMOTIVE NO. 2102 SLATED TO RETURN TO SERVICE

Port Clinton, PA – Jan. 21, 2016 - The Reading Blue Mountain and Northern Railroad has begun work on restoring no. 2102. The RBMN

T-1 with a 4-8-4 wheel arrangement originally was constructed in Reading, PA in 1945, and has seen a very rich history to this point. The next two years will become pivotal in the locomotive's much anticipated return to service.

The tender was split from the locomotive on January 7 followed by work commencing on January 9. The front end is out and work has started in the cab. The cab along with all jacketing, piping, superheater units, tubes and flues will be removed. The locomotive will be disassembled far enough to perform complete ultrasonic testing and inspection. Once that is complete, the goal is to perform the FRA Form 4 “1472” inspection.



READING COMPANY T-1 No. 2102 IN EXCURSION SERVICE AT TEMPLE, PA.

Andy Muller, Jr., owner and CEO of the rail company anticipates the T-1 to be operational by mid-2017. According to Matt Fisher, General Manager of the railroad's passenger division, “the total amount of ridership in 2015 hit 100,000 people. This is approximately 30 percent

higher than our previous year's ridership. The amount of ticket sales and interest in riding trains is phenomenal. Impressive ridership numbers along with the amount of teamwork and determination by employees of the railroad has made it a perfect time to begin working on 2102.”

The steam locomotive is housed at the Port Clinton shops less than 20 miles north of Reading on the former Reading Company mainline. Port Clinton is also the headquarters of the RBMN railroad.

“The opportunities are endless to use no. 2102 in special excursion service on both the RBMN and related tourist railroad Lehigh Gorge Scenic Railway,” said Fisher.

RBMN owns more than 300 miles of railroad along with operational steam locomotive no. 425, two RDCs numbered 9166 and 9168, and over 35 diesel locomotives. The railroad employs over 200 people in the anthracite coal region of Pennsylvania. More information and official news updates about this project can be found at [www.rbmnrr.com](http://www.rbmnrr.com) and [www.lgsry.com](http://www.lgsry.com).

[Reading Blue Mountain and Northern Railroad]



### UP STEAM SHOP SAYS 844 WILL RUN THIS YEAR

CHEYENNE, Wyo. - Jan. 21, 2016 - Union Pacific shop crews have been busy this winter working on various components to get No. 844 running this year.

Austin Barker, the foreman general for the company's Heritage Fleet, says that his crew has started working on all the valves and piping on No. 844.

“We're replacing bolts, studs, re-machining, and lapping the lower portion of the valves (the valve seating surfaces) and replacing many old, worn internal components. We're making sure everything is still sound metal and repairing anything that isn't,” he says.

For many of the parts that will be worked on, the crew refurbished a 1940s horizontal mill that hadn't been used in decades, and set it up to work on valves for the UP fleet of steam engines. Senior manager of the Heritage Fleet, Ed Dickens, said that with a new technique of machining, what once took days now takes hours when it comes to machining the blow down valves.

Shop crews are also wrapping up work on the firebox and boiler, and they



**UNION PACIFIC 4-8-4 NORTHERN-TYPE No. 844  
PICTURED AT LaSALLE, COLO., IN 2009 - BRUCE A.  
DAUGHERTY**

are looking forward to the final reassembly process that will include renewing running boards and cab deck on No. 844.

Dickens says he expects No. 844 to be operating by mid-2016. The other locomotives, Challenger No. 3985 and Big Boy No. 4014 were not given a time as to when they would run again, but Dickens said that

additional parts were being made for them. [[Trains News Wire](#)]

### **Metro-North Railroad** [METRO-NORTH JOINS CONFIDENTIAL 'CLOSE CALL' REPORTING PROGRAM](#)

By Joseph M. Calisi, Jan. 20, 2016 - Edited from [Trains News Wire](#)

**NEW YORK** — Metro-North is the latest railroad to join the Confidential Close Call Reporting System.

On Tuesday, Metro-North Railroad President Joseph Giulietti, Federal Railroad Administration Regional Administrator Les Fiorenzo and representatives from the railroad's mechanical and engineer labor unions signed a document to implement the confidential safety program. Known in the rail industry as C3RS, confidential reporting is an anonymous process enabling employees to report unsafe conditions or actions without fear of disciplinary action.

The confidential reporting is a partnership between NASA, the space agency, and the FRA, participating railroads and labor unions. Union Pacific and labor employees started the first pilot program site in North Platte, Neb., in 2007. Railroads and employees provide information on near miss accidents while NASA researchers apply their analytical prowess to parse through data looking for patterns and solutions to problems.

A memorandum of understanding describes the core principles and values to successfully implement this program to its mechanical and engineering workers.

The agreement is a result of the crashes, derailments, and other mishaps that occurred under the prior railroad leadership. Giulietti is attempting to reverse the negativity that surrounded the commuter railroad.

Other railroads currently using C3RS include Union Pacific, Canadian Pacific, Long Island Rail Road, N.J. Transit, Amtrak, and Strasburg Rail Road. Reporting results from each railroad provide the chance to see industrywide trends in close call incidents and use the information to prevent similar or more serious incidents from recurring.



### [NEW YORK MTA LETS LAST BIG EAST SIDE ACCESS CONTRACT](#)

By Joseph M. Calisi, Jan. 28, 2016 - [Trains News Wire](#)

**NEW YORK** — The end is in sight for New York City's East Side Access project now that railroad officials have let the last of the big contracts on the gargantuan construction project.



The New York Metropolitan Transportation Authority awarded Tutor Perini Corp. a \$663 million, three-and-a-half-year contract to complete caverns that will host Long Island Rail Road trains into Grand Central Terminal.

Key contract components include:

- Turning two enormous 1,143-foot-long caverns into a terminal station. Twelve miles of track are comprised of eight tracks at four platforms, elevators, escalators, staircases and all architectural finishes through the caverns comprise the Manhattan portion of that project.
- Excavating and constructing an approach to the LIRR's main line in Sunnyside, Queens.
- Replacing one of the five bridges that carries traffic over 48th Street in Queens. The company will install switches, building retaining walls, and install electric utilities.

"These are significant milestones for East Side Access and will turn raw underground caverns into the modern station that LIRR customers will use when they head directly to and from the East Side of Manhattan," says MTA Chairman and CEO Tom Prendergast. "And the Sunnyside contract will make it possible for trains to reach Grand Central Terminal. East Side Access will save Long Island and Queens customers up to 40 minutes a day in travel time, demonstrating why transit expansion is a key element of our 2015-19 Capital Program."

Officials at the meeting say the project is slated for a December 2022 completion date.



### [SEPTA CELEBRATES NEW WEST TERMINAL AT 69<sup>TH</sup> STREET TRANSPORTATION CENTER](#)

Jan. 29, 2016 - SEPTA officially opened the new West Terminal at 69th Street

Transportation Center at a ribbon cutting ceremony today. SEPTA General Manager Jeffrey D. Knueppel was joined by elected officials and community leaders for the event.



"For more than 100 years, 69th Street Transportation Center has been an important transit hub for thousands of people traveling to and from Delaware, Philadelphia, Montgomery and Chester counties," Knueppel said.

"The construction of the Market-Frankford Line in 1907 was instrumental in the economic growth of Upper Darby and the surrounding community. Now, 109 years later, we believe the new state-of-the-art West Terminal and other projects in the works will serve as similar catalysts for this region, attracting new commercial ventures and visitors to Upper Darby."

69th Street Transportation Center is a multi-modal facility, serving passengers on SEPTA's Market-Frankford Line, Norristown High Speed Line, Trolley Routes 101 and 102 and 18 bus routes. Renovations at West Terminal include:

- > Reconstructing pedestrian ramps to terminal platforms, the North and Center Platforms and canopies and Center Platform waiting area
- > Partially reconstructing the South Platform
- > Replacing track and road surface
- > Enhancing safety and security efforts by installing cameras
- > Furthering SEPTA's commitment to sustainability by incorporating design features, including a green wall and green roofs to reduce storm water drainage; energy efficient LED lighting; and architectural elements in the passenger waiting area that will allow for increased natural light and reduced energy use.

The \$19.6 million 69th Street Transportation Center West Terminal Improvements Project was part of SEPTA's "Rebuilding for the Future" capital program. The work was funded through the Federal Transit Administration Bus and Bus Facility Livability Grant Program and



Pennsylvania Act 89.

"SEPTA has made a great investment in Upper Darby with the West Terminal project," said Upper Darby Township Mayor Thomas Micozzie. "The new, modern, safe and easily accessible facility is great for our residents who rely on SEPTA and can draw even more passengers to the Upper Darby area." [SEPTA]

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN MARCH

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

**Mar. 31, 1906** - Philadelphia & Thorndale Branch opens between Glen Loch and Thorndale, Pa.

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

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

**Mar. 7, 1921** - PRR closes Juniata Shops except for heat treating plant, press plant and scales department; employment cut from 900 to under 300.

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

**Mar. 15, 1931** - PRR begins demolition of Enginehouse No. 2 in West Philadelphia, built in 1866 and used to service passenger locomotives using Broad Street Station.

**Mar. 18, 1936** - Flood waters undermine Conemaugh roundhouse; four locomotives swept into the river; 10,000 flee Johnstown, fearing a repeat of the 1889 flood.

**Mar. 26, 1941** - PRR Board authorizes finishing and accepting parts of the second floor of Suburban Station; installing automatic block signals between Lancaster and "COLUMBIA" Interlocking.

**Mar. 11, 1946** - PRSL Executive Committee authorizes building a branch to the Atlantic City Racing Association's race track near Pomona, NJ.

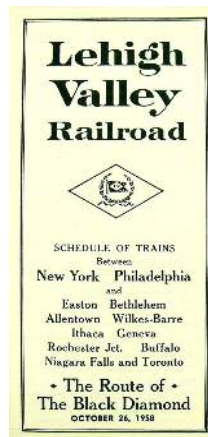
**Mar. 14, 1951** - PRR freight "Sharknose" 1,600 HP A-unit No. 9721A is Baldwin's 75,000<sup>th</sup> locomotive.

**Mar. 1956** - Double track and automatic block signals removed between Seaford and Delmar on the Delmarva Branch; replaced by single track and manual block.

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

**Mar. 3, 1966** - Grace Line freighter *Santa Isabel* dislodges the Raritan River draw span on the New York & Long Branch, jamming it in an open position; PRR and CNJ institute bus shuttle service between Perth Amboy and South Amboy; passenger traffic falls off 40%.

**Mar. 1967** - PRR places a new 32-track retarder hump classification yard in service at Pavonia Yard in Camden, NJ; uses a General Railway Signal Company "Speed Frate" system capable of classifying 1,000 cars a day.



## TIMETABLE 03-16

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

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**Sunday, March 6, 2016**

TCA Atlantic Division Spring Train Show at the Plumbers Union Hall, 2791 Southampton Rd., Philadelphia, PA 19154. Info: <http://www.adtca.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 also be open. Note the new Show location.

**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>

**Friday - Sunday, March 18-20, 2016**

Railroad Prototype Modelers Valley Forge Meet at the Desmond Great Valley Hotel. Adm. \$35.00. Info: [www.RPMValleyForge.com](http://www.RPMValleyForge.com)

**Saturday, March 19, 2016**

Keystone Division, TCA Meet at St. Philip's Parish Hall, Rts. 741 & 999, Millersville, Pa. Info: Ron Morris, 610-670-6829 or [RonTrain@ptd.net](mailto:RonTrain@ptd.net)

**Friday - Sunday, March 19-20, 25-26, 2016**

Wilmington & Western Easter Bunny Express trains. Info: [www.wvrr.com](http://www.wvrr.com)

**Friday & Saturday, March 25-26, 2016**

East Coast Large Scale Train Show at the York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: [www.eclsts.com](http://www.eclsts.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.toysshows.org](http://www.toysshows.org)

**Sunday, April 3, 2016**

RCT&HS Scale Model and Toy Train Show at the Leesport Farmers Market banquet hall, 312 Gernant's Church Rd., Leesport, PA. Info: Tom Brown at 717-279-6783 or [mjtsbrown@comcast.net](mailto:mjtsbrown@comcast.net)

**Thursday - Saturday, April 14-16, 2016**

Eastern Division, TCA Meet at the York Fairgrounds, 334 Carlisle Ave., York, PA. Info: Nancy Tentzeras, 301-916-1507 or [registrar@eastertca.com](mailto:registrar@eastertca.com).

**Saturday, April 16, 2016**

Philadelphia Chapter, PRRT&HS Meeting at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, PA. Doors open at 10:30 am.

**Friday - Sunday, April 22-23, 2016**

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

**Saturday & Sunday, April 23-24, 2016**

Great Scale Model Train and Railroad Collectors Show at the Cow Palace of the Maryland State Fair, 2200 York Rd., Timonium, MD 21093. Info: [www.gsmts.com](http://www.gsmts.com).

**Thursday - Saturday, May 19-21, 2016**

PRRT&HS National Meeting at Camp Hill, Pa.

**June, 2016**

PRRT&HS 40<sup>th</sup> Anniversary Banquet at Georgine's Restaurant, 1320 Newport Road, Bristol, PA 19007.

June, 2016

**Spring Hamburg Dutch Train Meet** at the Hamburg Field House, 123 South 4th Street, Hamburg PA 19526. Info: Ralph Maurer, 610-987-3144 or [ralphthetrainguy@yahoo.com](mailto:ralphthetrainguy@yahoo.com).

Friday - Sunday, June 10-12, 18-19, 2016

**Wilmington & Western 50<sup>th</sup> Anniversary Celebration.** Lehigh Valley Coal Co. 0-6-0 steam locomotive No. 126 visits the W&W, including possible night photo session on Friday and double/tripleheaders on Saturday and Sunday. Info: [www.wvrr.com](http://www.wvrr.com).

Sunday, June 26 - Saturday, July 2, 2016

**Rail Camp East** in Newark, Del. Info: [www.nrhs.com](http://www.nrhs.com).

Tuesday - Sunday, July 19-24, 2016

**NRHS 2016 National Convention** at the Holiday Inn Denver East - Stapleton, Denver, CO. Info: [www.nrhs.com](http://www.nrhs.com).

**ROUTE 741 EAST, STRASBURG, PA**[WWW.RRMUSEUMPA.ORG](http://www.rrmuseumpa.org)**717-687-8628**

**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, Dec. 31, 2016** - Safety First! The Evolution of Railroad Safety Practices gallery exhibit

**Saturday, May 14, 2016** - National Train Day

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

**STRASBURG RAIL ROAD****SPECIAL EVENTS**[WWW.STRASBURGRAILROAD.COM](http://www.strasburgrailroad.com)**1-866-725-9666**

**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

JANUARY AND FEBRUARY, 2016CHAPTER MEETING MINUTES

There was no Regular Membership Meeting in January or February. Accordingly, there are no Membership Meeting Minutes to report.

LESS THAN CARLOAD SHIPMENTSLOCAL AND NATIONAL NEWSCOLEBROOKDALE RAILROAD GETS NEW GEEP

**BOYERTOWN, Pa.** - Jan. 20, 2016 - Town officials from Pottstown and Boyertown gathered in a rail yard on Tuesday to welcome the arrival of the first locomotive owned by the Colebrookdale Railroad Preservation Trust.

The locomotive, a former Pennsylvania Railroad EMD GP10 No. 7236, carried town dignitaries from Pottstown into Boyertown yard around noon

as part of a small ceremony. Once in the yard town officials from both cities greeted each other, replicating a similar event from 1869 when the line first opened.

The trust that operates No. 7236 handles excursions from Memorial Park in Pottstown to Boyertown, which is several miles to the north. Before they received No. 7236 the trust had leased another locomotive, but according to trust president Nathaniel Guest, having No. 7236 will allow their volunteers to run the trains.

"It really is a landmark day for us to be able to stand on our own two feet," Guest tells the *Reading Eagle*.

The group had been looking for the right locomotive for several years, which would be both historical with a good local background and was in good shape.

Before coming to eastern Pennsylvania the locomotive worked in northwestern Ohio at a lime plant. It's still in gray paint with battered red stripes on each end. Guest says that they are looking for sponsors and volunteers who will get the locomotive painted and lettered. He hopes that the engine will be dedicated this May. [*Trains News Wire*]

**THE PORT AUTHORITY OF NEW YORK & NEW JERSEY****WORLD TRADE CENTER TRANSPORTATION HUB TO OPEN IN MARCH**

The Port Authority of New York and New Jersey (PANYNJ) announced yesterday that the new World Trade Center Transportation Hub Oculus will fully open in Lower Manhattan the first week in March.

The hub replaces the World Trade Center terminal that was destroyed in the Sept. 11, 2001, terror attacks on New York City. Although PATH trains have been using the new transportation hub since May of last year, the facility has not been fully operational.



**A RENDERING OF THE COMPLETED OCULUS - PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

The hub's centerpiece is the Oculus, a soaring wing-shaped steel structure designed by renowned architect Santiago Calatrava. When it opens, the hub will enhance the commute of 100,000 weekday PATH commuters who travel through the station with quicker access to the Wall Street area and other

destinations north and south of the site, PANYNJ officials said in a press release.

In addition to access to PATH trains, the hub will provide travelers with a seamless connection to 11 New York City subway lines and the East River Ferries, they said.

PATH commuters will be able to take new underground passageways to One World Trade Center, 4 World Trade Center, the corner of Liberty and Church streets a few blocks from Wall Street and to Vesey Street on the site's northern edge.

Retail shops, which will be located throughout the Oculus and adjoining passageways, will open in phases starting in spring. [Edited from Progressive Railroadings]

THIS MONTH'S BANNER PHOTO

Lehigh Valley No. 2089, a Class K-6b Pacific on a "Cold Day at Rochester Junction" - colorized by Scot Lawrence

OPERATION LIFESAVER REMINDS YOU...

About every 3 hours, a person or vehicle is hit by a train.

**“INSIDE THE BACK PAGE”**

**UPCOMING LANCASTER CHAPTER ACTIVITIES**

**MARCH 20, 2016 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Join us for the 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**

Our long-time friend, Larry Eastwood, will present a brand-new program titled *West Trenton Local (and Beyond)* covering the trains and stations of the Reading from Reading Terminal in Philadelphia to Bound Brook, NJ and on to Jersey City and Newark on the CNJ.

**MAY 16, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Our Chapter Friend, Frank Tatnall, will present a program concentrating on Central Railroad of New Jersey operations in Pennsylvania, which ended April 1, 1972 when the operation was turned over to the Lehigh Valley. But, also some scenes in New Jersey starting at Jersey City Terminal and working west, where most of the passenger operations were. Also, a few scenes of steam specials on the Jersey Central in Pennsylvania.

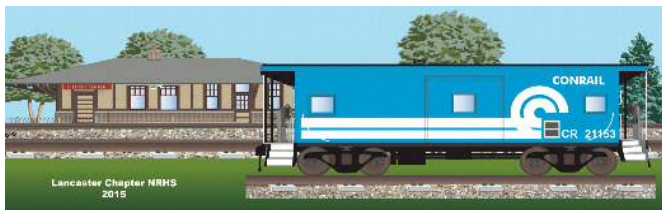
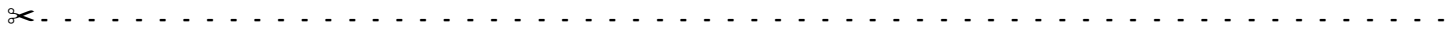
**CHAPLAIN CONTACT INFORMATION**

DAVID STAMBAUGH EMAIL: [CHAPLAIN@NRHS1.ORG](mailto:CHAPLAIN@NRHS1.ORG) PHONE: 717-292-1726

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

**FINAL CALL - 2016 MEMBERSHIP RENEWALS ARE PAST DUE!**

IF YOU HAVE NOT PAID YOUR 2016 DUES, THIS WILL BE YOUR **LAST ISSUE** OF THE LANCASTER DISPATCHER. MEMBERS NOT RENEWED BY MARCH 31, 2016 WILL BE DROPPED FROM N.R.H.S. RECORDS AND MUST REAPPLY AS A NEW MEMBER.



Due to the delay of regular chapter meetings, the EARLY BIRD price date for Conrail N7E caboose #21153 and the Christiana passenger station replica has been extended. The EARLY BIRD price will be \$16.00 until July 31, 2016. On August 1st the price will increase to \$17.00.

If you have bought past chapter replicas with a specific # we would like to reserve that # for you. We have a list of names with past numbers if you need help. However, we have a limited number of replicas available and cannot guarantee a previously assigned number will still be available.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE NO: \_\_\_\_\_

My number is: \_\_\_\_\_

\_\_\_\_\_ I forgot my number, please look it up.

\_\_\_\_\_ I do not need a specific number, any available number will do.

PLEASE send this form and a check payable to the Lancaster Chapter NRHS to: Stephen L. Himpsl, 390 Dale Avenue, Mountville, PA 17554. Replicas can also be picked up at any regularly scheduled chapter meeting at the Christiana Freight Station.

**LANCASTER CHAPTER BOARD of DIRECTORS**

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THE SUNDAY MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION ON **SUNDAY, MARCH 20, 2016, STARTING AT 3:00 PM.**

**LANCASTER CHAPTER  
NATIONAL RAILWAY  
HISTORICAL SOCIETY  
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