

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 47 NUMBER 4

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

APRIL 2016

How Conrail is building a better railroad for energy-hungry industries in the Northeast

Over half of America's manufacturing plants and factory workers are located in the bustling Northeast. Forty percent of these industries depend on energy that is produced by coal. And much of the coal is delivered by Conrail.

Conrail has a formidable mission. On April 1, 1976, we began the task of consolidating six bankrupt, deteriorating railroads in the Northeast. Our goal: to physically rehabilitate the railroads, to improve service—in effect, to build an entirely new railroad. And to operate at a profit—projected by 1980.

ConRail

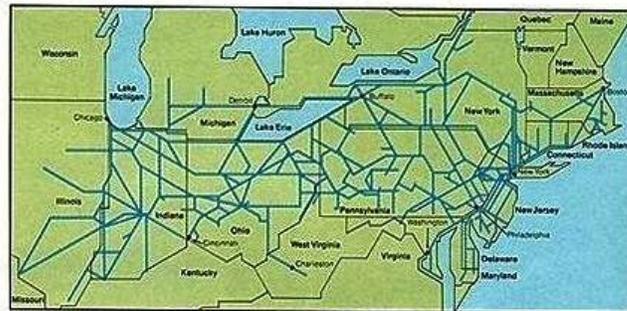
A new approach brings results

In order to turn a profit, we're challenging the status quo at every turn. We're tackling hundreds of problems along the way. We're asking, "Is there a better way to do it?"

There is.

1. We've consolidated some of our accounting functions. Savings: about \$9.5 million the first nine months alone.

Rotary dumper dumps 100-ton coal car in just 2 minutes. This year, Conrail expects to deliver almost 1 million carloads of coal.



Conrail network covers 16 states in the Northeast, the District of Columbia, two provinces in Canada. Area includes 55% of America's manufacturing plants, 60% of her factory workers.

2. We've consolidated our computer and communication services. Savings: \$5.3 million a year.

3. We've got better ways to purchase and handle materials. Anticipated savings: \$20-\$30 million a year.

4. We want to increase the amount of time our freight cars are in use.

By making each car work harder, we can avoid buying thousands of new freight cars over the next 10 years. Savings: tens of millions of dollars.

5. We've got stricter quality control. On work performed and on purchased goods. In 1976, we rejected

about \$4 million worth of material that didn't measure up to our standards.

Vital to the Industrial Heartland of America

We're a key lifeline to the economy of 16 states and the District of Columbia.

We deliver raw materials and finished goods to the bustling Northeast which has nearly 55 percent of America's manufacturing plants and almost 60 percent of her factory workers.

The alternative

If Conrail should falter or fail, nationalization could become a reality. And that would cost Americans millions of dollars annually in extra taxes. No one wants that.

We've got to succeed.

We're going to succeed.

We've got a better way to run a railroad.



CONRAIL

"A better way to run a railroad"
Consolidated Rail Corporation, Philadelphia, Pa.





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK SEEKS \$1.8 BILLION IN FISCAL YEAR 2017 BUDGET REQUEST

WASHINGTON - Feb. 18, 2016 - Amtrak is requesting \$1.8 billion for fiscal-year 2017, according to its legislative grant request.

The national intercity passenger railroad's budget request includes \$920 million for capital expenditures, \$650 million for operating expenses, and \$263.7 million in federal discretionary grant programs authorized under the new surface transportation bill known as the FAST Act, which Congress passed late last year.

The funding is part of Amtrak's five-year plan to improve the railroad, Amtrak President and Chief Executive Officer Joseph Boardman said in letter submitted with the budget request to Vice President Joseph Biden and House Speaker Paul Ryan.

The budget includes expenditures related to continued efforts to improve service and safety; an investment in positive train control (PTC) implementation; expansion of WiFi service throughout Amtrak's network; and costs related to planning, environmental review and engineering work for a new Hudson River tunnel system.

Boardman, who will retire as Amtrak's chief later this year, also continued to make his case for investing in Amtrak's aging infrastructure.

"Amtrak's capital needs are pressing: outdated and inadequate infrastructure and equipment must be replaced to sustain and grow both the Amtrak system and the economy it supports," he wrote.

He also reviewed Amtrak's past year, in which ridership exceeded 30 million for the fifth consecutive year, with ridership records set on the Northeast Corridor and two other services. Ticket revenue came in at \$2.185 billion, slightly less than the previous year, "but enough, when combined with our efforts to control costs, to sustain our financial performance," Boardman said.

Amtrak's cost recovery remained above 90 percent for the second year in a row, he said.

Boardman also took note of Amtrak's two significant derailments in 2015: the accident in Philadelphia in May that resulted in eight fatalities; and an incident involving the Vermonter near St. Albans, Vt., in October 2015. Both remain under investigation by the National Transportation Safety Board (NTSB).

"Amtrak is doing everything possible to assist those investigations, and is working closely with the NTSB and the Federal Railroad Administration to learn the possible causes of both accidents and implement any necessary corrective actions," he wrote. [Progressive Railroading]

AMTRAK URGES STB TO CONSIDER ON-TIME PERFORMANCE AT INTERMEDIATE STATIONS

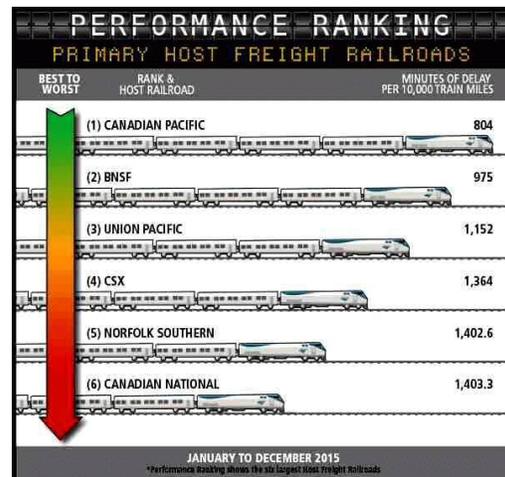
WASHINGTON - Feb. 8, 2016 - Amtrak said that its on-time performance (OTP) should be measured by taking into account arrival times at both intermediate stations and at endpoints.

The national passenger railroad's comments came in response to the Surface Transportation Board's proposed rulemaking late last year that would evaluate on-time performance by a train's arrival only at route endpoints.

Specifically, the STB had proposed that a train would be considered "on time" if it arrived at its final terminus no more than five minutes after its scheduled arrival time for each 100 miles traveled, or 30 minutes after its

scheduled time, whichever is less.

However, measuring performance in this way "results in an incomplete, and in some cases distorted, picture of actual performance, significantly because it fails to take into account the experience of almost two-thirds of Amtrak passengers," Amtrak officials said in response to the STB's proposal.



A RANKING OF AMTRAK DELAYS BY HOST RAILROAD.
SOURCE: AMTRAK

Additionally, gauging OTP only by arrival at endpoints leaves performance unmeasured altogether because they have intermediate stations but no endpoint stations. It also doesn't address the routes where performance appears to be above 80 percent but is significantly less at stations along

the way, Amtrak officials said.

Both Congress and the Interstate Commerce Commission have recognized that measuring performance at all stations provides a "fuller and more accurate picture of performance," Amtrak said.

As a result, the railroad urged the STB to adopt "All-Stations OTP" for purposes of triggering an investigation of a host freight railroad under the Passenger Rail Investment and Improvement Act of 2008. This law mandates that the STB initiate an investigation if Amtrak files a complaint stating that the OTP of an intercity passenger train has fallen below 80 percent for two consecutive quarters. [Progressive Railroading]

BOARDMAN TO SENATE: 2016 WILL BE A CHALLENGE FOR AMTRAK

By Justin Franz, Feb. 23, 2016 - Edited from *Trains News Wire*

WASHINGTON — Amtrak President and CEO Joseph Boardman touted the success of Amtrak in recent years before a U.S. Senate transportation committee hearing on Tuesday, but noted that low gas prices and a strong dollar could impact ridership in 2016.

Amtrak's chief executive was speaking before the U.S. Senate Committee on Commerce, Science and Transportation during a hearing about Amtrak and the nation's passenger rail network.

The hearing also featured testimony from supporters of Amtrak's long-distance services, most notably Pelahatchie, Miss., Mayor Knox W. Ross, who also serves as the secretary-treasurer of the Southern Rail Commission. The commission has long pushed for the restoration of long-distance passenger service between New Orleans and Jacksonville, Fla., that was lost following Hurricane Katrina in 2005. Last week, Amtrak ran an inspection train along the Sunset Limited's former route that was greeted by enthusiastic state and local officials.

Boardman started off his testimony saying that long-distance services such

as the Sunset Limited are especially important to smaller communities, not just major metropolitan areas.

"We don't just leap from city to city — we connect smaller towns and communities with one another, and with the nation's major urban centers. These communities pay taxes too, and we provide them a service they use and depend on," Boardman said. "I think the excitement you saw last week is dramatic evidence of just how much we can bring to those towns — and how deeply they appreciate it."

Ross noted during the hearing that a strong national network is important for all shareholders, including his community, which is 20 miles from the Sunset Limited route.

"The success of our town is directly tied to the prosperity of the region," Ross said. "For my region to prosper, we must have a transportation system that provides options for residents to connect to opportunity in our region and beyond."

Ross added that Amtrak was a "bi-partisan issue that we can all agree on."

The Amtrak inspection trip was supported by the FAST Act, the 2015 surface transportation bill that funded the passenger railroad for five years.

While most of the hearing was optimistic, Boardman also talked about the "headwinds" Amtrak is facing, including the pending Surface Transportation Board on-time performance rule-making. The rule would require freight railroads to work harder to keep Amtrak trains on schedule. Boardman said if it is not approved it could negatively affect long-distance and state supported trains and result in higher costs for taxpayers. Boardman also said that ridership has been affected by a drop in oil prices that is sending more and more people back to automobiles. A strong U.S. dollar, although good for people domestically, has also reduced international ticket sales.

"This will be a challenging fiscal year for us and the rail industry," Boardman said. "I think these challenges will continue in the years to come, and it's going to be important that all of us who believe in intercity passenger rail to work together to support its development."

The FAST Act requires Amtrak and the U.S. Department of Transportation to create separate Northeast Corridor and national network funds by the end of 2016. Boardman concluded his remarks by saying there were benefits and risks to separating the funding systems for the Northeast Corridor and the rest of the network. However, he noted that while the financials could be separated, the operations should remain unified.

"We must be careful not to lose the economies of scale of a unified operation," Boardman concluded. "One of the things I have learned in my eight years of service is that a unified system brings not just economies of scale, but a greater understanding of the value that Amtrak delivers for the nation."

[AMTRAK: STB'S PROPOSED POLICY CHANGE WOULD PRIORITIZE FREIGHT TRAINS](#)

WASHINGTON - Feb. 26, 2016 - Amtrak is objecting to the Surface Transportation Board's (STB) proposed "policy statement" that the railroad says would reverse a current federal requirement that gives preference to passenger trains on tracks that are shared with freight trains.

In a Feb. 22 statement filed with the STB, Amtrak said that current preference law gives Amtrak trains the priority to travel first on shared track. But the STB's proposed policy change would allow freight trains to have priority over passenger trains, Amtrak officials said in a statement.

Amtrak officials believe that if the policy change is adopted, passenger trains running on tracks owned by freight railroads will experience a substantial increase in delays. Nearly 97 percent of the passenger railroad's route miles operate on host railroad tracks not owned by Amtrak.

In its Feb. 22 letter, Amtrak argues that the STB should withdraw its proposed policy statement in part because it "ignores the plain and unequivocal language of Amtrak's statutory right to preference, creates a new definition that eviscerates the right to preference, and draws broad,

erroneous conclusions about relevant evidence based on that fundamental misinterpretation."

Also pending before the STB is a proposed rule on the definition of on-time performance of freight railroads with which Amtrak shares tracks. The proposed rule would measure OTP with freight trains only at the end points of train routes, which Amtrak has stated would result in delays at train stations along its routes operated on tracks hosted by freight railroads.

The STB announced its "Policy Statement on Implementing Intercity Passenger Train On-Time Performance and Preference Provisions" on Dec. 28, 2015. The board is currently soliciting public comments on the proposals.

The National Association of Railroad Passengers (NARP) also advocated for the STB to withdraw its new policy statement on the preference change, saying the statement "overreaches federal law" and would cause passenger rail-line delays, hinder on-time performance and lead to a costly toll on the rail-riding public.

"The STB issued this 'policy statement' behind closed doors and without any input from any outside parties and outside the formal rule-making process that is required," said NARP President and Chief Executive Officer Jim Mathews in a press release. "As a result, regulators will change how intercity passenger services like Amtrak will be treated by host railroads which have legal obligations to give passenger trains right of way."

NARP filed its objections with the STB on Feb. 22.

The Association of American Railroads (AAR) filed its response to the STB rule and policy statement in favor of the freight railroads. [Progressive Railroading]

[AMTRAK'S ACSES ON THE TABLE](#)

By Al DiCenso, Mar. 17, 2016 - Trains News Wire

Amtrak's advanced civil speed enforcement system positive train control system or ACSES is advancing in stages on the Philadelphia to Harrisburg, Pa., "Keystone Line."

The positive train control system is fully functional on the Northeast Corridor between New York and Washington.

Workers activated the portion from Parkesburg, Pa. to Harrisburg during the March 5 weekend. The segment between Park, Pa., and Paoli, Pa., will be activated this coming weekend of March 19. Depending on progress made, it is possible that activation will be extended to the endpoint of Philadelphia's 30th Street Station; if not, that final segment will be completed the following the weekend of March 26.

Southeastern Pennsylvania Transportation Authority commuter operations over the portion from 30th Street to Thorndale, Pa., will continue unchanged for the time being. SEPTA's rolling stock has been outfitted with the necessary equipment, however the agency is undergoing testing pending FRA approval of their installation, which should be forthcoming soon. SEPTA's locomotives and multiple units are equipped with cab signals which permit normal operations within the realm of ACSES.

The only remaining portion of the Northeast Corridor not covered by PTC at present is the Metro-North Railroad between New Rochelle, N.Y., and New Haven, Conn. Progress is being made in this area as well.



[CP ASKS RAIL REGULATOR TO BLESS MERGER STRUCTURE BY MAY 6](#)

By Bill Stephens, Mar. 3, 2016 - Trains News Wire

WASHINGTON, D.C. — Canadian Pacific wants the U.S. Surface Transportation Board to expedite its review of the voting trust structure that CP intends to use if Norfolk Southern agrees to a merger.

On Wednesday, CP officially filed for a so-called declaratory order, under which the STB would review whether the hypothetical trust structure would pass legal muster. Voting trusts are designed to insulate companies from unlawful control during a merger review process. They are commonly used during rail mergers, and the STB has approved all 144 trust applications it

has received since the Staggers Act deregulated the railroad industry in 1980.

But CP is proposing a novel use of a voting trust. Instead of putting NS in trust — the typical structure — it would put itself in trust so that CEO E. Hunter Harrison could sever ties with CP and then potentially take the helm in Norfolk. Other executives may leave CP and join Harrison at NS, according to CP's filing.

Because of the novel use of the trust structure — and the fact that the STB has not reviewed a major railroad merger since tougher rules were introduced in 2001 — the outcome is uncertain. CP is confident it will prevail. But NS has said the trust structure is unlikely to be approved.

In its filing, CP — referred to as CPRL, for Canadian Pacific Railway Limited — said that NS has refused its merger overtures “based, in large part, on its assertion that the STB would not approve CPRL’s proposed voting structure. This assertion appears to be intended to discourage stockholder support for a CPRL-NS meeting to discuss the benefits of a merger, and thus its mere presence shields NS’s current management from their own stockholders by creating the impression that the regulatory process creates insurmountable obstacles to any transaction.”

CP says a declaratory order from the board will remove this uncertainty. It has asked the STB to issue a ruling by May 6 so that the trust structure — as well as the proposal to have Harrison lead NS — will not be an issue when NS shareholders gather at the company’s annual meeting.

At the meeting — which has yet to be scheduled but is typically held in mid May — NS shareholders will consider a CP-backed resolution that would direct the NS board to engage in merger discussions with CP. The NS board said on Monday that it unanimously opposes the resolution.

CP’s filing says the trust structure would protect NS stockholders and allow Harrison to implement his precision scheduling railroading model, making NS more efficient and therefore more valuable to shareholders.

“If the transaction ultimately were not approved there would be no plan or expectation that any of us would leave NS to rejoin CP,” Harrison wrote to the STB. “In fact, I plan to remain at NS until it has become an industry leader and can sustain that position before giving retirement a second chance.”

“If I have the honor of serving NS as CEO, my goal will be to make NS the very best railroad in the world,” wrote Harrison, who came out of retirement to become CP’s CEO.



[CSX CHIEF FINANCIAL OFFICER DISCUSSES NEAR-AND-LONG-TERM EXPECTATIONS AND STRATEGY](#)

JACKSONVILLE, Fla., - Feb. 17, 2016 - CSX Chief Financial Officer Frank Lonegro today highlighted the company’s track record of success during the energy market transition and updated expectations for company performance at the Barclays Industrial Select Conference in Miami, Florida.

Over the past five years, CSX has grown its merchandise and intermodal business faster than the economy and delivered strong pricing and efficiency gains in the face of a secular decline in coal and shifts in other energy markets. As a result, the company delivered compound annual growth in earnings per share of 4 percent during that period and an operating ratio below 70 percent for 2015.

However, the intensifying coal headwinds and the impact of the strong U.S. dollar and low global commodity prices that impacted CSX in 2015 are expected to further challenge results in 2016. CSX expects coal volume to decline more than 20 percent and most other markets to continue posting year-over-year declines this year.

“Based on the trends so far this year, we expect volume to decline in the mid-high single digits this quarter and to gradually moderate as we move through the year,” Lonegro said. “We expect first quarter earnings to decline significantly, reflecting both this volume environment and the fact

that we are cycling more than \$100 million in unique items from the first quarter of 2015.”

For 2016, the company continues to target \$200 million in productivity savings. In addition, Lonegro reiterated that CSX continues working to further reduce structural resources and to match resources with volume declines near term while also remaining well-positioned to serve demand shifts once the economic challenges begin to subside.

“In this environment, we continue to focus on the things most in our control, including delivering safe, reliable service that increases operational efficiency and supports strong pricing for the value we provide to customers,” Lonegro said. “As we look toward a future with significantly less coal, our strategy includes rationalizing and realigning the network to match decreased demand in some markets and adjust to increases in others, investing in clearance and terminal projects to leverage intermodal growth, and optimizing technology to serve the CSX of tomorrow as we continue to target a mid-60s operating ratio longer term.” [CSX Corp.]

[CSX’s MICHAEL WARD: I’LL BE AROUND THREE MORE YEARS](#)

By Jim Wrinn, Feb. 15, 2016 - Trains News Wire (Edited)

JACKSONVILLE, Fla. — CSX Chairman and CEO Michael Ward says he will be on the job three more years.

In a wide-ranging exclusive interview with *Trains* Editor Jim Wrinn on Friday, Ward said the CSX board of directors asked him to stay on three more years.

“I plan to work to 68,” said Ward, 65, who took the top job at the eastern carrier in 2003 and has weathered huge surges in traffic that strained capacity, a hostile takeover attempt, and now the rapid decline in coal traffic that has sent shock waves through the industry.

Ward says coal traffic has gone from 1 in 3 carloads to 1 in 6 carloads at CSX, a carrier whose primary components include the coal-based franchises of the Baltimore & Ohio, Chesapeake & Ohio, and Louisville & Nashville. In response to lower coal volumes, the company has taken drastic steps to adjust its network, including closing significant portions of the former Clinchfield and L&N as well as C&O coal branches in West Virginia. The railroad also installed a long merchandise train strategy and laid off employees, most recently announcing additional mechanical department cuts on Friday.

CSX’s succession plans called for Oscar Munoz to replace Ward in the top job, but in 2015 Munoz unexpectedly left to run United Airlines. Soon after taking that job, Munoz suffered a serious heart attack and has been recuperating after a heart transplant. With Ward at the throttle through 2019, the railroad has time to develop the talent pool for its top leadership during a period of significant upheaval.

[CSX MAKES CUTS IN EASTERN KENTUCKY](#)

By Chase Gunnoe, Mar. 15, 2016 - Trains News Wire (Edited)

RUSSELL, Ky. — Coal-related layoffs hit Eastern Kentucky again.

This time, the reduction in manpower and yard operations will affect operations at CSX Transportation’s Russell Yard. The railroad announced the latest wave of cutbacks on Tuesday.

CSX representative Melanie Cost says 101 union and management employees in the transportation and mechanical departments will be cut, out of about 430 total employees who work in Russell. Cost says certain yard operations will continue while the locomotive shop and engineering department in Russell remains untouched for now.

“Operations in Russell primarily serve coal trains moving from the central Appalachian coal fields, and the diminished traffic levels no longer support the same level of activity there. Low natural gas prices have significantly decreased CSX’s coal movements over the past five years, with \$1.4 billion in coal revenue declines during that time,” Cost tells *Trains News Wire* in an email.

The railroad’s Russell terminal builds nearly a dozen general merchandise

trains daily. The yard also handles unit trash trains and unit trains of grain and crude oil shipments, as well as unit coal trains still serving the coalfields of eastern Kentucky and West Virginia.

In addition to mainline trains, the terminal hosts three shifts of yard jobs, several road locals, and power transfers between the Russell, Ky., shops and the railroad's Huntington Locomotive Shops in Huntington, W.Va.

Coal declines, the restructuring of CSX's routes, and closures of AK Steel in Ashland, Ky., and the pending closure of a nearby landfill have all contributed to a decline in originating traffic in the Russell area. Prior to CSX's closure of its Erwin, Tenn., terminal and former Clinchfield route, Russell terminal prepared outbound and inbound cars for trains Nos. Q696/Q697 each day, in addition to run-through unit trains of coal, ethanol, grain, and other commodities bound for the Carolinas. The closure of the Clinchfield route reduced Russell's daily train count by four to six trains.

Unit steel slab train Nos. K586/K587 have also been abolished due to the closing of AK Steel's Ashland Works blast furnace and supporting facilities. As a result, fewer coke trains are running to the plant. Two daily trash trains will soon be abolished by summer as a landfill southeast of Russell looks to transition to truck-only shipments. The decline in local business contributed to an additional loss of five or six trains daily in Russell.

An estimated 20 to 25 trains still originate in Russell Yard each day, down from 30 to 40 trains in 2015. The restructuring of the railroad's Russell Yard will drastically reduce all originating merchandise traffic. The reduction in workforce at the Russell terminal isn't expected to decrease carload volume, as much as it is to reduce the daily number of originating trains. Trains will bypass Russell as a classification point and will only make as needed setoffs and pickups, local sources say.

Cost says the unionized workers will be offered "relocation opportunities" and benefits outlined in collective bargaining agreements. Management employees will be offered relocation options or a severance package.



NS PROGRESSES ON ITS SD70ACU PROGRAM

By Chris Guss, Feb. 10, 2016 - *Trains News Wire*

ALTOONA, Pa. — Norfolk Southern has released the first two of its rebuilt SD70ACU locomotives from its Altoona, Pa., shop in January. The program which began in 2015 is the latest for the railroad to upgrade older, less reliable locomotives in its fleet. The program draws from the 100 former Union Pacific SD90MACs acquired second hand from EMD.

The rebuild program features a complete electrical upgrade, replacing the existing Siemens electrical equipment, including the inverters, with Mitsubishi electronics. The existing cab is replaced with a new isolated SD70ACe cab along with a number of other smaller changes to the locomotive during rebuild.



NORFOLK SOUTHERN SD70ACU No. 7319 IS READY, BUT NOT RELEASED FOR SERVICE, AT THE RAILROAD'S SHOPS IN ALTOONA, PA. - L. R. MYERS OF ALTOONAWORKS.INFO

The changes bring the locomotive up to essentially the same mechanical specification as EMDs SD70ACes. The first two SD70ACUs released from Altoona were NS Nos. 7248 and 7283 in January. Both units were sent to Progress Rail's Muncie, Ind., plant for testing. A third unit, No. 7319, emerged from the Altoona paint shop this week.

To accelerate the program, Norfolk Southern will have

EMD rebuild a number of SD90MACs concurrent with the ongoing program at Altoona. The first four, NS Nos. 7262, 7267, 7280, and 7295 have already been shipped to Progress Rail's Muncie plant to begin the rebuild program there.

NORFOLK SOUTHERN COMBINES RAILWAY OPERATING REGIONS TO STREAMLINE OPERATIONS, DRIVE PROFITABILITY, AND SUPPORT QUALITY SERVICE

NORFOLK, Va., Mar. 1, 2016 – Norfolk Southern today announced it is consolidating its three operating regions into two, effective March 15. The decision to further streamline railroad operations is part of the company's ongoing execution of its five-year strategic plan, announced in December 2015, to enhance operating efficiencies, reduce costs, drive profitability, and accelerate growth. As previously announced, NS is targeting annual expense savings of \$650 million by 2020.

"We are committed to aggressively controlling costs while delivering the high levels of superior service that our customers value," said Mike Wheeler, executive vice president and chief operating officer. "Consolidating our operating regions will generate productivity savings, not only through right-sizing, but also by leveraging advancements in train dispatch technologies that support more fluid and efficient movement of freight across the network. As we continue to execute on our five-year strategic plan, we are confident that these steps will make Norfolk Southern a faster, lower-cost, and more profitable railroad."

Earlier this year, Norfolk Southern streamlined division operations by combining the former Virginia and Pocahontas divisions into a larger Pocahontas Division. This became effective Feb. 1, and followed other key strategic initiatives including the reduction from three corporate office locations to two, restructuring of the Triple Crown Services subsidiary, integration of the D&H South Line to increase options for shippers, and idling of certain parts of the 'West Virginia Secondary' line.

Norfolk Southern's network spans 22 states in the eastern U.S. The railroad presently manages train operations across 10 operating divisions that are part of three larger operating regions – the Eastern, Western, and Northern regions.

Under the new structure, effective March 15, Norfolk Southern's network will be divided into Northern and Southern regions only. The Northern Region will include the Harrisburg, Pittsburgh, Dearborn, Lake, and Illinois divisions. Greg Comstock, a 41-year veteran of Norfolk Southern operations, will be the region's general manager. The region's chief engineers will be Eddie Otey, maintenance of way and structures, and Mick Iretton, communications and signals. The Southern Region will include the Piedmont, Alabama, Georgia, Central, and Pocahontas divisions. Todd Reynolds, a 22-year veteran of Norfolk Southern operations, will be the region's general manager. The region's chief engineers will be Lucious Bobbitt, maintenance of way and structures, and Randall Smith, communications and signals.

Each of the two consolidated regions will support approximately 1,000 daily crew starts for long-haul train operations, connecting customers and communities to global markets with freight rail that moves consumer goods, automobiles, coal, grain, and products essential to U.S. households, businesses, and industries. [Norfolk Southern Corp.]

NS 'DASH 8.5s' SPOTTED IN MAINLINE SERVICE



NORFOLK SOUTHERN C40-8.5W No. 8502 IS IN TOW AT DERRY, PA., IN MAY 2015 - PHOTO BY DUSTIN FAUST.

ROANOKE, Va. - Mar. 16, 2016 - Norfolk Southern is bringing new life to near 30-year-old locomotives in its fleet as "Dash 8.5s". Some of the first locomotives as part of the railroad's in-house rebuilding program are hitting the rails in mainline service. The new locomotives are entering service in the 8500-number series and were rebuilt from 1980s-era General Electric CW40-8 locomotives of Conrail descent.

Railfans recently spotted NS Nos. 8507 and 8508 near Elmore Yard in Mullens, W.Va., in coal train service. The rebuilt locomotives use the frame of a 30-year-old locomotive, but feature new upgraded cabs that are seen on the in-house SD60E locomotives in the 6900-7000 series. NS shop forces are also installing high-tech engine upgrades that make the 4,000 hp locomotives more fuel-efficient.

Nos. 8507 and 8508 are some of the first to be spotted in revenue service and are still equipped with grey primer cabs.

Most of the other locomotives in the Dash 8.5 program are currently in storage in Roanoke after being moved from the Altoona, Pa., Juniata Shops in 2015 and in late 2014. It is unknown when other locomotives in the program may enter revenue service. [*Trains* News Wire]



BOMBARDIER TO REFURBISH MARC BI-LEVEL CARS

BALTIMORE - Feb. 11, 2016 - The Maryland Transit Administration has awarded a \$36.8 million contract to Bombardier Transportation to overhaul 63 MARC III bi-level commuter cars. The MARC III bi-level commuter cars have been in service nearly 17 years. The 49 coaches and 14 cab cars were built by Kawasaki in 1999-2001.

MARC operates along three lines in Maryland: Penn, Camden, and Brunswick. The Penn Line operates along Amtrak's Northeast Corridor from Perryville to Union Station in Washington, D.C.; the Camden Line from Baltimore's Camden Station to Union Station; and the Brunswick Line from Martinsburg, W.Va., to Washington's Union Station. Both the Camden and Brunswick lines operate on CSX Transportation. Average weekday ridership on all three MARC lines is roughly 37,500 riders. [*Trains* News Wire]



NJTRANSIT, STATE AVOID STRIKE WITH TENTATIVE DEAL

By Justin Franz, Mar. 14, 2016 - *Trains* News Wire
NEWARK, N.J. — Commuters across the Garden State are breathing easy after NJ Transit and a coalition of labor unions reached a tentative agreement late Friday to avoid a strike that would have left thousands of riders stranded.

Although details of the agreement were not immediately available, officials say the new contract lasts until 2019 and does not require any immediate fare increases. New Jersey Gov. Chris Christie said during a press conference Friday night that avoiding ticket price spikes was one of his highest priorities.

Had an agreement not been reached, more than 4,000 NJ Transit rail employees were ready to go on strike at 12:01 a.m. on Sunday.

Although it appeared that a strike had been averted, the new contract still needed to be ratified by union members.

NJ Transit rail employees had gone more than six years without a contract. At the center of the negotiations were concerns over employee raises and health benefits.



SEPTA TESTING AN ACS-64 IN MARCH

PHILADELPHIA - Mar. 1, 2016 - The Southeastern Pennsylvania Transportation Authority will take on a Siemens-built Amtrak ACS-64 Sprinter locomotive for testing on the commuter railroad's lines. Amtrak No. 664 rolled onto SEPTA rails on Monday, Feb. 29, as part of a month-long trial period.

The commuter agency announced in May 2015 that it would invest in at least 13 Cities Sprinter ACS-64



AMTRAK ACS-64 No. 664 PAUSES AT SEPTA'S WAYNE JUNCTION STOP IN NORTH PHILADELPHIA ON FEB. 29, 2016 - GARY PANCAVAGE

locomotives, with the option to buy up to five additional locomotives at an estimated value of \$154 million. [*Trains* News Wire]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN APRIL

Apr. 7, 1902 - PRR begins tests of the Westinghouse Air Brake Company's high-speed brake on the southbound tangent track just east of Absecon on the West Jersey & Seashore Railroad; tests are run between 20 MPH and 86.5 MPH; maximum train size is 6 coaches and a Pullman parlor car; tests show the superiority of the high-speed brake over the quick-action brake, with a 20-30% reduction in braking distance.

Apr. 1907 - Experimental Class K28 4-6-2 passenger locomotive introduced on Lines West; designed by Lines West General Superintendent of Motive Power David F. Crawford; built by Alco; heaviest passenger locomotive built for any railroad up to this time at 269,200 lbs. without tender; 31,000-lb. tractive effort; radial-stay boiler.

Apr. 14, 1912 - Hudson & Manhattan and PRR open one platform of Summit Avenue (Journal Square) station in Jersey City; on Monday, Apr. 15, sells 7,000 tickets by 1:00 PM; surrounding area becomes the new business and commercial center of Jersey City.

Apr. 1917 - Class FF1 1-C+C-1 No. 3931 experimental a.c. electric freight locomotive built at Juniata; develops 4800 HP; intended as prototype for Altoona-Johnstown electrification but used in pusher service between Overbrook and Paoli.

Apr. 30, 1922 - PRR begins commuter train between Camden and the new Chelsea station in Atlantic City.

Apr. 4, 1927 - First Class K4s steam locomotive assigned to Buffalo Division; No. 5468 sets record hauling No. 570-571, Washington/Bufalo Day Express over Keating Summit without helper.

Apr. 24, 1932 - Ceremony held at Penn Station marking the departure of the new *Broadway Limited*, New York City's "official greeter" Grover A. Whalen is the main speaker; Ziegfeld Follies girls act as hostesses before departure, which begins when movie stars Lupe Velez and Charles "Buddy" Rogers pull a white cord and cut a blue ribbon across the tracks; at Chicago, child star Jackie Cooper cuts the ribbon.

Apr. 25, 1937 - *The General*, named for General Atterbury, inaugurated between New York and Chicago on 17:15 schedule, second only to *Broadway Limited*; with coaches and no extra fare, it siphons traffic from the *Broadway*, worsening its already poor showing.

Apr. 22, 1942 - First Class T1 4-4-4 duplex passenger locomotive No. 6110 built by Baldwin delivered to PRR; dubbed the "Flash Gordon"; Raymond Loewy streamlining features a "prow" or "shark nose," three portholes on the side above the leading truck, and sheathing running in a straight line below the tops of the wheels but above the rods; streamlining is simplified on later production models; 41-ton tender is designed to permit running from Harrisburg to Chicago with a single coaling stop in Millbrook, Ohio.

Apr. 13, 1947 - Philadelphia Chapter of NRHS holds the first "Off the Beaten Track" excursion since the war; 182-mile circle trip runs Lamokin-West Chester-Frazier-Trenton Cut-off-Monmouth Jct.-Jamesburg-Kinkora-Fort Dix-Delair.

Apr. 27, 1952 - Special ceremony attended by 5,000 and broadcast over radio closes Broad Street Station 21 hours after last regular train leaves; last train consists of GG1 No. 4800, 7 coaches for last trip riders, a sleeper for the crew, a coach for recreation, 7 Pullmans for the Philadelphia Orchestra, the baggage car *Patti* for musical instruments, and the parlor-observation *Queen Mary* with a special keystone drumhead, which leaves from Track 13; 600 "last trip" riders go only as far as 30th Street or North Philadelphia, where the *Queen Mary* is cut out; the 7 coaches are cut out at Trenton, and the rest of the train proceeds up the Bel-Del and is turned over to the DL&W en route to Syracuse; the orchestra is making its 885th trip from Broad Street; last trip tickets

costing 25 cents go on sale at 7:30 PM; first in line is John H. Strock of the Philadelphia Chapter of the NRHS, who has been waiting since 10:00 AM and buys 105 tickets for members; tickets sell out in 11 minutes, and another 100 are allowed on the train, with another 3,684 sold only as souvenirs; ceremonies are held behind the train gates beginning at 9:18 PM, the orchestra, under its famed conductor, Eugene Ormandy, plays a short concert of "The Star Spangled Banner," "Finlandia," and "The Stars and Stripes Forever"; during the short speeches by Pres. Franklin and other dignitaries, the orchestra and riders board the train; at 9:55, Ormandy climbs aboard the rear platform of the *Queen Mary*, and accompanied by horns and a drum from the orchestra, leads the crowd in singing "Auld Lang Syne;" at 9:57, the train pulls out slowly, the musicians still playing, into a drenching rain.

Apr. 24, 1957 - LIRR treats blind six-year old Raymond Kajowski to a cab ride in C-Liner diesel No. 2008 between Jamaica and Woodlawn.

Apr. 1962 - PRR opens TrucTrain terminal at Lancaster, Pa.

Apr. 2, 1967 - Modified U.S. DOT test cars reach 156.2 MPH on an after-midnight run between "COUNTY" and "MILLHAM" with all other traffic stopped and the catenary voltage raised to 13,000 volts; this meets the 155 MPH contract specification and allows the Budd Company to be paid and for testing to begin on the "Metroliners."

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



TIMETABLE 04-16

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

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

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@easterntca.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

Spring 2016 NRHS 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.

Saturday, May 28, 2016

PICNICRAIL '16 at Maier's Grove in Blandon, Pa. 1:00 pm until ? Evening show by Steve Barry and Frank Etzel. Adults: \$16.00, Children 3-12: \$8.00. For tickets, send SASE and check payable to P&R Chapter, c/o Phillip Reppert, 16 Adele Ave., Blandon, PA 19510.

Thursday - Saturday, May 19-21, 2016

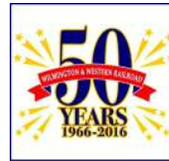
PRRT&HS National Meeting at Camp Hill, Pa.

Sunday, June 12, 2016

PRRT&HS 40th 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.



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

Wilmington & Western Railroad 50th 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.

Saturday to Sunday, June 18-26, 2016

62nd Annual TCA National Convention hosted by the Lone Star Division of Train Collectors Association at the Marriott Westchase Hotel in Houston, TX. Info: <http://www.tcaconvention.org/>

Sunday, June 26 -Saturday, July 2, 2016

Rail Camp East in Newark, Del.

Saturday & Sunday, July 2-3, 9-10, 2016

Steam Returns to Kutztown on the Allentown & Auburn Railroad. Ride behind Lehigh Valley Coal Company 0-6-0 No. 126. More info to be announced.

Sunday - Sunday, July 3-10, 2016

NMRA National Convention & Train Show at the Westin, Downtown Indianapolis, Ind. Info: www.nmra2016.org.

Saturday & Sunday, July 16-17, 2016

10th Annual Toy & Model Train Flea Market hosted by the Williams Grove Historical Steam Engine Assn., Williams Grove, Pa. Info: www.wghsea.org.

Tuesday - Sunday, July 19-24, 2016

NRHS 2016 National Convention at the Holiday Inn Denver East - Stapleton, Denver, CO. Info: www.nrhs.com.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Railroad Museum of Pennsylvania

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 Railroading Safety Practices gallery exhibit

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

Saturday & Sunday, July 23-24, 2016 - Conrail Days

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

Saturday, April 23, 2016 - The Great Train Robbery

Saturday, May 14, 2016 - Vintage Baseball Day

Saturday - Sunday, June 18-26, 2016 - Day Out With Thomas

MAINE EASTERN ENGINE TO WORK IN STRASBURG

By Wayne Laepple, Mar. 15, 2016 - *Trains* News Wire

STRASBURG, Pa. — A green and cream GP9 will stand in for Strasburg Rail Road's black SW8 for a while this year. The geep, Maine Eastern No. 764, owned by Morristown & Erie, will move to Strasburg from NJ Transit's Meadows Maintenance Complex in Kearny, N.J., following wheel truing.

Kelly Anderson, Strasburg's chief mechanical officer, said SW8 No. 8618 will be out of service for a couple of months while it receives new wheels and upgraded traction motors, as well as power assembly changeouts. "We'll jack it up and send out the wheels and motors, and we'll change out the last two power assemblies we haven't done yet," he told Trains News Wire.



MAINE EASTERN NO. 764 ON THE WHEEL-TRUING MACHINE AT NJ TRANSIT SHOPS BEING READIED FOR SERVICE IN STRASBURG, PA. - MICHAEL WILLIAM SULLIVAN

No. 764 returned to New Jersey from Maine following the termination of Maine Eastern's operating contract with the state of Maine. Maine Eastern had operated freight and passenger service on the former Maine Central Rockland Branch, 57 miles between Brunswick and Rockland until the end of 2015. Central Maine & Quebec has since taken over the line for freight service, but is not operating seasonal passenger trains between Brunswick and Rockland.

MARCH, 2016

CHAPTER MEETING MINUTES



CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, March 20, 2016. The meeting was called to order at

3:00 p.m. by President Tom Shenk with 40 members and 6 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the December Membership Meeting Minutes. Steve Himpel approved the motion and Fred Kurtz seconded the motion. The December membership minutes were approved as printed in the Lancaster Dispatcher.

CHAPLAIN: David Stambaugh reported that Chapter members Doreen Warfel, Doris Hess, Dale Kerschner, Richard Sweigart and James Lyle have all recently passed away. Chapter membership had a moment of silence for those members. Memorial donations were made to the Mennonite Home in York for Doreen Warfel, the Hospice and Community Care for Richard Sweigart, and the Salem United Methodist Church, in Delta Pa. for Doris Hess. Doris Geesey recently had surgery and is recovering and was in attendance at today's Chapter meeting. Dennis Allen was also admitted to the hospital with some problems. Tom asked chapter members to keep the Allen's in your thoughts and prayers.

LONG RANGE PLANNING COMMITTEE: Glenn Kendig announced that Saturday, September 24 will be "Railroad Day" at the Christiana Freight Station. There will be model train displays, miniature train rides, and free table space to promote your organization. Also planned are a walking tour with maps of Christiana, all three Railroad Stations in Christiana (the Freight Station, the Passenger Station, and the Underground Railroad Station) will be open. Glenn announced the dedication of the Chapter's caboose, Conrail No. 21153, at 1:00p.m. If you would like to volunteer to help at this event contact Glenn. Glenn also announced "Clean Up Day" at the Christiana Freight Station on Saturday, May 21 2016. The Christiana Fire Hall is having their annual breakfast on the same day. Chapter members can meet at the Fire hall for breakfast at 7:30 a.m. and then go to the Freight Station by 9:00 a.m. for the clean-up. Volunteers are also needed for the cleanup.

MEMBERSHIP: Fred Kurtz announced there were donations of \$290.00 to the Chapter in Dale Kerschner's name from JoAnn Irwin, Ethel Perry, Richard and Judy Dietrich and Viola Eby. Fred reported he needed to update the website at a cost of \$375.00 for a 5-year period. This update was

approved by the Board. Smoke Shaak will be attending the "75th Anniversary" at Lehigh Valley in April.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the months of December, January, and February. Richard announced that "Dorsey Station" will be moved to the Strasburg Rail Road.

TRIPS: Tom Shenk announced the Chapter Trip to Cuba sponsored by Travel Time and the York Chamber of Commerce for November 11-19, 2016. Flyers have already been sent out. Tom also announced a "Fall Foliage" day trip set for Saturday, October 15, 2016. Activities for the day include a ride on the Allentown and Auburn Railroad in Kutztown, ride the Colebrookdale Railroad, tour the Boyertown Historical Vehicles Museum, and a catered lunch is included. The chapter member price is \$95.00.

2ND DIRECTOR'S REPORT: Second Director Steve Himpel reported on signs to be installed in front of and inside the caboose with information about the caboose. Steve also discussed an idea to go to the Wilmington & Western Railroad for the "away" chapter meeting in July. Also, Steve will do some finishing work on the caboose. The President and Secretary of the Harrisburg Chapter came to Christiana Station to acquire some items we had to use at their Railroadiana Show.

ANNOUNCEMENTS: Tom Shenk reported that Amtrak has renewed the Christiana Freight Station lease to the year 2025. Glenn Kendig reported he has Strasburg Rail Road tickets. If anyone is interested in purchasing tickets see Glenn. The Chapter sells them for half price. Toady Kennel asked if the Chapter is going to continue the bricks for Chapter Members who have passed away. Tom will put it on the agenda for the next Board Meeting. Lorrie Steffy thanked everyone for the cards and prayers during her hospital stay in January. Helen Shaak brought up that the Chapter might think about investing in a laptop computer to put all the Chapter news on. This also will be discussed at the next Board Meeting.

ADJOURNMENT: The Chapter Meeting was adjourned at 3:45 p.m. for the program on "Cuba" given by Paul Kutta.

RESPECTFULLY SUBMITTED BY DONETTA M. EBERLY SECRETARY



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



CURRY RAIL SERVICES

PENNSYLVANIA, CANADIAN COMPANIES INTRODUCE TIER 4 SWITCHER

By Chase Gunnoe, Feb. 10, 2016 - *Trains News Wire*
HOLLIDAYSBURG, Pa. — Tier 4 locomotives come in all shapes and sizes. Among the smallest so far is from Curry Rail Services, which recently unveiled a Tier 4-compliant industrial switcher it built under contract with Tractive Power Corp. of Canada.

Curry Rail equipped its TP56 switcher with a 400-hp Caterpillar C9.3 engine enabling the locomotive to generate up to 56,000 lbs. of tractive effort.



TRACTIVE POWER CORP.'S NEW TIER 4 SWITCHING LOCOMOTIVE SITS OUTSIDE OF CURRY RAIL SERVICE'S HOLLIDAYSBURG, PA., FACILITY EARLIER THIS YEAR. PHOTO BY COLLIN REINHART

The newest green-and-silver switcher is built-up from a single Electro-Motive Division HT-C truck, which was commonly seen on SD40-2 and similar locomotives. The locomotive Tractive Power Corp.'s third engine and its first Tier 4 locomotive.

The locomotive's two predecessors are currently in industrial service in Canada. The TP56 prototype is assigned to a grain facility in British Columbia, while a customized TP70 model

capable of producing up to 70,000 lbs. of tractive effort recently arrived at a marine terminal in North Vancouver.

Frank Donnelly, President of Tractive Power Corp. says that the idea behind building these locomotives was to bring something to market that was a little smaller than a full-sized switcher, but with a lot of tractive effort. The company also wanted to have a smaller engine to minimize fuel consumption while idling.

Donnelly says the TP56 locomotives burns less than a half a gallon of fuel an hour while idling.

Ritchey says that in introducing this switcher, the expectations have been set high and that they have determined there is a necessity for this product in current markets. Tractive Power Corp. and Curry have started accepting orders for 2016 and have the capacity to full large production quantities.

While the company's latest green and silver demo is Tier 4 compliant, the manufacturer allows customers to customize whether they want a Tier 3 or 4 compliant locomotive and without a specific "default" model, clients can also choose what tractive effort option is best for their operations.



ANOTHER 611 WORTH SAVING

EMPORIA, Ind. - Mar. 17, 2016 - No. 611 is on the road to restoration.

No, the other 611: a former Lehigh & New England ALCO S2 that has faithfully served railroading since the mid-1940s.

Kermit Geary Jr., with the Lehigh New England Preservation Society tells *Trains News Wire* that the now-orange-painted locomotive will return east to Pennsylvania and the Allentown & Auburn Railroad, a shortline railroad based in Kutztown, Pa. Once there, the railroad will work with the preservation society and the Lehigh Valley Chapter of the National Railway Historical Society to restore the locomotive's mechanicals and to its original L&NE paint scheme.



L&NE No. 611 at PEN ARGYL in DECEMBER 1960 - PHOTO BY DAVE AUGSBURGER.

Geary says No. 611 was among the first diesel locomotives for the L&NE, but is unsure of the build date. He is certain it is the last remaining example of that railroad's diesel power, anywhere, however. He says after the Lehigh & New England applied for

abandonment in the 1960s, No. 611 went to Ford Motor Co.'s River Rouge steel mill complex in Michigan; then to the Toledo, Lake Erie & Western Railway and Museum before ending up at the former Emporia Grain mill in Emporia.

"They used it until about six years ago," Geary says of Emporia Grain. "The people who were there had an affinity for it. Every six months they started it up to turn it over."

High winds and storms in Indiana prevented crane operators from hoisting the locomotive onto a flat car until late Wednesday afternoon. Though the locomotive is tied down and appears ready to move, it has no set schedule to arrive in eastern Pennsylvania. Geary says the routing is likely via CSX Transportation via Anderson, Ind., and Cleveland where he expects it to interchange with Norfolk Southern and head east, likely through NS' Conway Yard near Pittsburgh.



STOURBRIDGE LINE PURCHASES F7 FOR SERVICE

HONESDALE, Pa. - Feb. 18, 2016 - The Stourbridge Line tourist line operated by the Delaware, Lackawanna & Stourbridge Railroad says it has acquired ex-Bessemer & Lake Erie F7A No. 725. The unit was last used by Coe Rail on a dinner train in Michigan and is stored in Lansing, Mich. It currently

wears a paint scheme similar to the Erie Lackawanna, but railroad owner Tom Myles is asking for paint scheme suggestions via the railroad's Facebook page. The railroad currently operates another rare EMD, ex-Bangor & Aroostock BL2 No. 54.

The unit was built for the B&LE as No. 725A in February 1953. The Bessemer had a roster of 28 F7As, Nos. 701-728 and 26 F7Bs, Nos. 701B-726B that arrived in 1950 through 1953. Some of them worked for the railroad for nearly 50 years. A number of former B&LE F7As are preserved or operating on short lines and tourist railroads. [*Trains News Wire*]



KENTUCKY GROUP TO RESTORE C&O No. 2716

By Justin Franz, Feb. 7, 2016 - *Trains News Wire*

LEXINGTON, Ky. — A non-profit Kentucky group says its members will restore Chesapeake & Ohio 2-8-4 No. 2716 to operating condition.

The Kentucky Steam Heritage Corp.'s announcement this morning coincides with the calendar date, 2-7-16, and comes almost 20 years after the big Kanawha-type locomotive last operated in the 1990s. The locomotive is owned by the Kentucky Railway Museum and has been restored to operation on two different occasions: once by the Southern Railway in the 1980s and once by the Fort Wayne Railroad Historical Society in 1996.



This week, the group signed a long-term lease for the locomotive. Group members expect to move the engine to the Lexington area later this year. Chris

Campbell, president and founder of the Kentucky steam group, tells *Trains News Wire* that the group hopes to have the engine steamed up by 2020. The restoration is expected to cost between \$800,000 and \$1.3 million.

No. 2716 was one of 90 Kanawhas purchased by the C&O between 1943 and 1947 for use in both freight and passenger service. Today, a dozen of the locomotives remain but only No. 2716 has ever run in the preservation era, albeit on two separate but brief occasions. When the locomotive was first restored by the Southern in 1982, it was given a makeover to look more like that road's own locomotives, even though the Southern never had 2-8-4s. The C&O veteran was among the first "Superpower" locomotives used in the Southern's steam program and Campbell says that is one of the reasons why the group selected it for restoration.

"The locomotive's roots run abnormally wide through the region," he says. "It's a C&O locomotive but it also has ties to the Southern Railway and even though it was only part of their steam program for a few months it left its mark."

Another reason the locomotive is an attractive candidate for operation is that it has been restored on two different occasions in the last 35 years but has rarely run. However, since the locomotive last ran, the Federal Railroad Administration's rules for steam locomotives have changed, meaning the No. 2716 will need a full and complete 15-year overhaul before it can be fired up. The restoration is being headed up by Jason Sobczynski, who has been involved in numerous other steam restorations, including the current effort to preserve and operate Reading Company 4-8-4 No. 2100. In November 2015, Sobczynski and others from the Kentucky steam group did a complete inspection of No. 2716 and found it to be in sound condition. While rumors have spread in recent years that the locomotive's firebox is condemned,

officials say ultrasonic readings on the interior of it show that while parts will need to be replaced, a vast majority of it is still in excellent condition.

"Most aspects of No. 2716 are in better condition than many of today's operating locomotives," Sobczynski says.

The locomotive will be restored at a yet-to-be determined facility in the Lexington area. Campbell says it's important to the group to locate the project there not only because of the C&O's ties to the town but because they hope to involve the local community, not just rail enthusiasts and steam fans.



'ELECTROLINER' RESTORATION WORK PROGRESSING

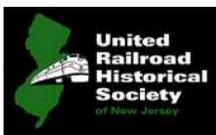
UNION, Ill. - Feb. 25, 2016 - Restoration work is moving forward on a pair of former Chicago North Shore & Milwaukee Electroliner cars Nos. 801-802 at the Illinois Railway Museum. Tom Sharratt tells *Trains News Wire* that the project has raised more than \$750,000 and that museum crews are now focusing on "heavy work" that needs completed.



A CHICAGO NORTH SHORE & MILWAUKEE ELECTROLINER PASSES NEAR BALMORAL AVENUE IN CHICAGO IN THIS UPDATED PHOTO. SHORELINE HISTORICAL SOCIETY COLLECTION

Five Electroliner trucks are currently being worked on at Avalon Car Co. in Milwaukee, Wis., and three of the motors are awaiting shipment to a contractor for inspection and repair. While some of the Electroliner's larger components are rehabilitated off site, museum officials are still soliciting donations to complete all remaining restoration work. Sharratt says the museum is offering a number of incentives to recognize the ongoing support of donors at all levels. Two of the most exciting incentives include the "Buy a Seat" project that will help cover the expenses of re-upholstering one of the seats. For \$300, donors will receive a certificate of authenticity with a swatch of the new fabric as well as a swatch of the original fabric used in revenue service during the final years on the North Shore. Another option is to become a "Friend of the Electroliner." For a donation of at least \$801, donors can receive a certificate with a picture of the trainset in snow on the Skokie Valley Route. The museum is also offering a special one-hour operating session on the train at the museum for a minimum donation of \$1,101.

Sharratt says the Electroliners may be operational as early as 2017 for photography specials, but interior work is expected to take additional time to complete.



UNITED RAILROAD HISTORICAL SOCIETY SETS SPRING FESTIVAL FOR APRIL

TUCKAHOE, N.J. - Mar. 2, 2016 - The United Railroad Historical Society of New Jersey will be hosting its Southern New Jersey Spring Heritage Festival on Sat., April 23 in Tuckahoe. The festival will include tours of historic rail equipment and will feature half-hour

passenger train excursions in either coach or first class seating on the Cape May Seashore Lines. A night photo session is also planned for Saturday evening.

Visitors will be able to learn about the rail history of Tuckahoe with station tours, train rides, displays, and more during the festival.

More information is available from www.capemayseashorelines.org.

THIS MONTH'S BANNER PHOTO

Conrail No. 2016, a General Electric model B23-7 at North Haven Yard, Connecticut on February 2, 2000 - Photo by Lester Zmudzinski.



OPERATION LIFESAVER REMINDS YOU...

A sure way to hurt yourself is to hop rides on trains.

WHO MADE UP WHAT - CONRAIL



SAVE THE DATE

Saturday, Sept. 24, 2016 - Railroad Open House at the Christiana Freight Station and Dedication of the Chapter's Conrail caboose No. 21153.

Saturday, Oct. 15, 2016 - Lancaster Chapter "Fall Foliage" 1-day trip. Ride the Allentown and Auburn and Colebrookdale Railroads and visit the Boyertown Museum of Historical Vehicles. Lunch is included.

Friday, Nov. 18, 2016 - Lancaster Chapter Annual Banquet at the Revere Tavern.

More information on these events in upcoming *Lancaster Dispatchers*.



“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

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

Our long-time Friend of the Chapter, 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, New Jersey and on to Jersey City and Newark on the Central Railroad of New Jersey.

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

Our Chapter Friend, Frank Tatnall, returns to 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.

MAY 21, 2016 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - STATION CLEAN-UP

Meet at the Christiana Fire Hall at 7:30 AM and purchase a delicious breakfast to start the day. Also, the Christiana Lions Club is having subs for sale (call Cindy Kendig with your sub order at 610-593-6313.) We need lots of help - please join us if you are able.

JUNE 20, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Tom Gears, from the Wilmington & Western Railroad, will present a program on the history of their 4-4-0 steam locomotive, No. 98. Engine 98 was built by the American Locomotive Company of Schenectady, New York, in January 1909.

CHAPLAIN CONTACT INFORMATION

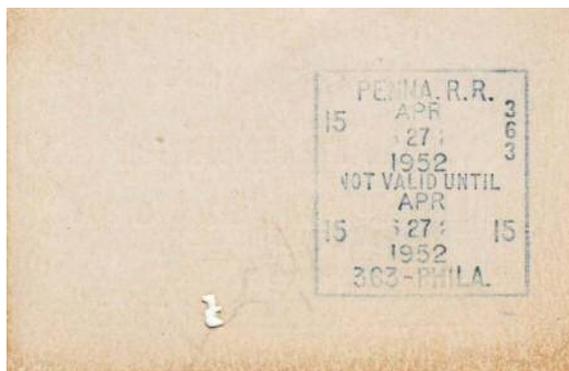
DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726 OR CELL 717-683-3053

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

FAREWELL TO “OLD BROAD”



THE LAST TRAIN FROM BROAD STREET STATION ON APRIL 27, 1952 - PHILADELPHIA INQUIRER PHOTO.



LANCASTER CHAPTER BOARD of DIRECTORS

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

MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, APRIL 18, 2016, STARTING AT 7:30 P.M.

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY**

**10 RAILROAD AVENUE
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