



CONRAIL AT 40: AN EXPERIMENT THAT WORKED

WRITTEN BY WILLIAM C. VANTUONO, EDITOR-IN CHIEF, WITH ALFRED E. FAZIO P.E., CONTRIBUTING EDITOR - RAILWAY AGE

April 1, 1976 was a watershed day in U.S. railroading history. On that day, Consolidated Rail Corp., better known as Conrail, began operating under the auspices of the U.S. government a new railroad cobbled together from six bankrupt Northeastern carriers: Penn Central, Erie-Lackawanna, Jersey Central, Lehigh Valley, Reading, and Lehigh & Hudson River. Conrail, now 40, continues to thrive, albeit in a very different form from when it first turned a wheel.

CONRAIL THEN AND NOW

First, some history. To address the looming collapse of freight and passenger rail traffic in the East as a result of those railroad bankruptcies, Congress passed the Regional Rail Reorganization Act of 1974, the 3R Act, which provided interim funding and created Conrail as a government-funded private company. Under the 3R Act, the United States Railway Association (USRA) prepared a Final System Plan, identifying the rail lines from the bankrupt railroads that would be transferred to Conrail. Congress approved Conrail's Final System Plan as part of the Railroad Revitalization and Regulatory Reform Act of 1976, the 4R Act, which was signed into law on Feb. 5, 1976. The 4R Act also turned over ownership of most of the Northeast Corridor to Amtrak.

Conrail began operations on April 1, 1976. Its mandate was to revitalize rail service in the Northeast and Midwest and to operate as a for-profit company. Conrail's economic recovery and turnaround began in 1980 when the Staggers Rail Act, which largely deregulated railroads, was signed into law.

Conrail's first profitable year was 1981. Its financial situation greatly improved following passage that year of the Northeast Rail Services Act (NERSA), which relieved the railroad of responsibility for operating unprofitable commuter rail services, turning them over to state-run agencies such as New Jersey Transit and SEPTA. By 1983, Conrail had become a for-profit, freight-only railroad.



L. Stanley Crane

By 1983, Conrail, under the leadership of the now-legendary L. Stanley Crane, had become the fourth-largest freight hauler in the U.S. In 1985, the Conrail Privatization Act was enacted, authorizing a public stock offering to return the railroad to the private sector. In 1987, Conrail was returned to the private sector in what was then the largest initial public offering in U.S. history, raising \$1.9 billion. Interestingly, most of its route-miles had their origin in the Penn Central, which when it went belly-up in 1970 was at the time the largest corporate bankruptcy in U.S. history.

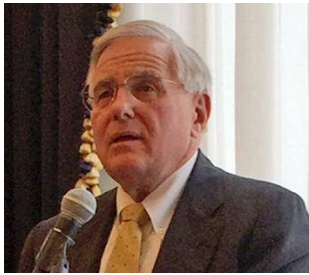
"Conrail began in 1976 as a federally subsidized operation with 100,000 employees, losing \$1 million per day," notes Vice President and Chief Engineer Tim Tierney. "The Staggers Act led to substantial deregulation, and the company took full advantage of that. By its 1987 IPO, Conrail was starting to make \$1 million a day. Management identified premium markets such as intermodal and automotive. But success required many sacrifices: employee reductions, line and division consolidations, line spinoffs to short lines, etc. The remaining employees were true survivors who became very efficient and productive."

In 1997, during the era of railroad megamergers and following a contentious battle for control, Norfolk Southern and CSX agreed to acquire Conrail through a joint stock purchase. CSX and NS split most of the company's assets, CSX acquiring 42% and NS acquiring 58%. The split was structured generally along the lines of the two railroads that merged in 1968 to form Penn Central—the New York Central (CSX) and the Pennsylvania Railroad (NS). The Surface Transportation Board approved the acquisition and restructuring of Conrail on July 23, 1998. NS and CSX took administrative control of Conrail on August 22, 1998.

Conrail, however, did not simply go away. To preserve competition in three critical urban geographical areas—Northern New Jersey, Southern New Jersey/Philadelphia, and Detroit, Mich.—the STB-approved merger plan created an S&T (switching and terminal) railroad owned jointly by CSX and NS and operating about 1,200 miles of track in the three regional areas. Its official name: Conrail Shared Assets Operations, though it's simply still called Conrail.

On June 1, 1999—"split day"—Conrail began operating as an S&T railroad for NS and CSX in the three areas. In 2007, it expanded its operations in Northern New Jersey to Staten Island, N.Y. Both CSX and NS have the right to serve all shippers in these areas, paying Conrail for the cost of maintaining and improving trackage. They utilize Conrail to perform switching and terminal services within the shared-asset areas, but not as a common carrier, since contracts are signed between shippers and CSX or NS. Conrail also retains various support facilities, including

maintenance-of-way and employee training.



Under the leadership of President and Chief Operating Officer Ronald L. Batory (pictured), Conrail today is an efficient and productive carrier with a strong sense of identity and a well-defined corporate culture. While there are still many employees that got their start with “Big Conrail” (and a handful of veterans from the company’s fallen-flag predecessors), the railroad’s demographic has gradually been getting younger. Such was the theme of Conrail’s annual management meeting that took place in Philadelphia on its 40th anniversary, April 1, 2016: “Running Your Railroad for Tomorrow.”

“Respect the past, understand it, and appreciate what it contributed to today’s Conrail,” said Batory in remarks to his employees. “Realize that the customer is king. Do what’s right to provide service without variability—derailments, injuries, and grade crossing and trespassing incidents.”

Conrail’s corporate culture is expressed by management as the “Four Es”: Education, Energy, Experience and Enthusiasm. Some refer to the corporate cultures of NS, CSX and Conrail as, respectively, “uniforms, suits and sweaters.” Conrail employees “are the railroaders in sweaters.”

The people in the sweaters are very focused and highly disciplined, characteristics that are reflected in Conrail’s reputation for providing good service. “We have a very good relationship with our parent companies regarding transportation services, mechanical functions and engineering projects,” said Tim Tierney. “We’ve set up Service Provider Agreements where we pay our Class I owners for such services as payroll, testing and police services. For example, locomotive heavy servicing and repairs have been turned over to our parent railroads. Light running repairs are performed at our shops. We’ve changed from a Class I mentality to an S&T mentality. And we looked at other S&T operations, like the Indiana Harbor Belt, St. Louis Terminal Railway Association and the Belt Railway of Chicago, and adopted some their best standards and practices. We’ve introduced technology advancements like locomotive GPS, remote-control operation of yard locomotives, and remote monitoring and operation of moveable bridges.”

Since 1999, CSX and NS have invested about \$370 million in capital into Conrail’s infrastructure to add capacity and handle growth.

In 2006, Conrail, like many other railroads, began undergoing a wave of retirements of experienced employees. Today, nearly 75% of its workforce has been hired since 1999, many of those employees since 2006. “Our next generation is committed to the job, to teamwork and training,” said Tierney to the managers gathered in Philadelphia. “Railroading is a people business as well as a complex industry. There is much to learn and experience, but our laboratory is all around us. Everything you need to learn the business is out there.”

THE HUMAN FACTOR SIDE

Although not generally recognized, basic human factors and ergonomics (man-machine interface) theory has historically been applied in railroading. For example, while various rulebooks offer different signal aspects for medium speed and even “clear” signals, no railroad uses red alone for a permissive indication. Likewise, turning a dial clockwise or moving a control tab to the right increases the values of the parameter being controlled. Improvements to locomotive cabs and layout of modern dispatch centers and shops are examples of more complex applications of human factors engineering, yet they still remain focused primarily on equipment design.

Conrail has recently widened the internal application of fundamental human factor concepts. Conrail’s effort goes well beyond previous practice in that it incorporates an operational dimension as well as engineering principles. Conrail is now extending railway human factors to the training and thinking patterns of its operating and maintenance employees, with particular interest in those engaged in the direct provision of transportation. It considers the psychology of human attitudes and of workplace behavior. Yet, even in its approach to operational and behavioral applications, it remains analytically based. Ron Batory, looking for definitive and measurable improvements in operational performance, notes that there has been a 55% reduction in human factor-caused train incidents over the past 15 years, resulting in a .0003% human risk factor.

The application of human factors at Conrail falls into a comprehensive and highly analytical approach to running the business. Tim Tierney notes that due to continued and steady industry investment in rolling stock along with Conrail’s investment in fixed-plant infrastructure, mechanical and maintenance caused derailments on his railroad have been greatly reduced.

As Tierney points out, “Conrail continually reviews the needs of our line-of-road infrastructure, bridges, yards and facilities to prioritize the proper level of investment at the proper time. Additionally, projects to increase capacity and operational flexibility are designed and implemented to address existing needs and new business opportunities. Over the years, Conrail has also participated in many public-private partnership projects in all three Shared Assets Areas that further enhance and strengthen our assets and add capacity to improve the service product we provide.”

However, the greatest opportunity to be achieved resides in the category of operational causes, and this is where human factors can play a big role. Tierney notes that, despite its condensed geographic footprint, Conrail crews executed in excess of 15 million switching events in 2015 alone.

So how do human factors enter this equation? Obvious items are crew qualification of and rules compliance and the more subtle, man-machine interface issues.

As Assistant Chief Engineer Eric Levin observes, “Our Managers must learn how the ‘whole thing’ works in order to be effective.” Learning the equipment, technology and rules of one department is no longer sufficient. Conrail’s management team strives to be cross-functional and well-versed in all operating crafts, to be able to make decisions that will positively impact all departments. Levin’s insight about the need to learn how the different mechanical and engineering functions interact with the human element of railroading is well-taken. Clearly this not only tends to reduce incidents, it also makes for a more efficient business and a healthier bottom line.

Today, achieving such integrated experience and knowledge in the next generation of managers and supervisors represents an industry-wide challenge. How is this accomplished on Conrail? It starts at the top, where Batory notes, “Our young people, both agreement and non-agreement,

constitute the future of Conrail. With the talent hired in the late 1970s now retiring, we continue to increase our work force by 7% to 10% each year. It is critical that Conrail maintain and strengthen its workforce.”

To further cultivate talent, Conrail has instituted a series of formal and comprehensive training and development programs “to accelerate and properly shape the experience factor.” In October 2015, Conrail hosted a training and education seminar at its Bellmawr facility in Southern New Jersey. The attendees were drawn from all of the operating departments, and participants were purposely mixed into pre-assigned cross-discipline workgroups. Conrail’s Risk Management Team spearheaded this particular seminar, derailment training.

Chief Risk Officer Neil Ferrone notes that Conrail’s investment in training and retaining is a bottom-line-driven process and covers all phases of a railroader’s career, from Conrail’s early observation of attitudes and aptitudes to train crew refresher training to performance of summer interns. The employee development process begins before new hires are on the roster. Pre-employment orientation for prospective trainees stresses that these individuals and their families are made aware of the challenges as well as the benefits of life in a railroad operating environment. This occurs prior to their acceptance of a position with the railroad.

Conrail has been continually scouting, recruiting and training young talent over the past ten years. This has been accomplished by going to some of the best engineering schools in the country and offering summer internships to future civil and mechanical engineers. Conrail also seeks out highly motivated veterans with experience in leading and molding individuals into part of a functioning team while understanding the concepts of organization and mission. Conrail’s cross section of military experience, higher education and experienced operating employees forms an effective management team that can recognize real risk and develop processes to reduce it.

October’s training session cemented concepts of team building along with operational knowledge. Gary Wolf, principle of Wolf Railway Consulting and a recognized expert in track/train dynamics, assisted in training development and then execution by giving in-depth seminars in train dynamics and track infrastructure. Wolf went into such details as how to locate the actual point of derailment, differences between wheel climb and drop-in derailments, and the actions of freight car suspensions. “I’ve never been involved in such a well-designed training program,” he said. “It’s world-class.”

Atticus Consulting’s Randall Jamieson, an authority on workplace behavior and motivation, gave a seminar on employee attention-related errors and how supervisors can better understand their people. Insight was offered on how to communicate with many personalities. Jamieson noted that “Conrail’s management team consists of an earnest and dedicated group, thirsty to learn, willing to do the work, and appreciative of the opportunities provided to them.”

Attendees were assigned to work teams from different Conrail districts—a mix of mechanical, transportation, engineering and support personnel. They were given field instruction on equipment that included turnouts, partially disassembled switch stands, and freight car trucks.

A laboratory with several derailment stations, each of which included a scale model of a derailment with an incident summary, included an instructor drawn from the ranks of seasoned managers. Depending on the questions asked, or the requests made for specific measurements (track gauge, wheel tread), the facts were presented to a committee. If the appropriate questions were not raised, the discoverable facts remained hidden. With appropriate investigation, the sequence of events, primary cause and contributing factors were determined. These drills offered each participant an opportunity to use the knowledge and skills learned over the previous two days in a controlled environment.

Ron Batory views this training along with other educational efforts holistically: development of the individual and the fostering of an integrated attitude, one that respects the machines and the work performed. It all comes down to recognizing that the most important ingredient in the human-machine interface is the human, and that a well-run railroad is primarily driven by well-trained and highly motivated people of all crafts and disciplines working together toward a common goal.





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2016-2017 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



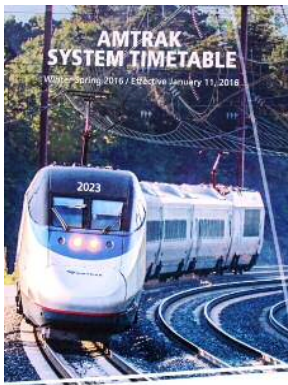
AMTRAK'S PRINTED TIMETABLE DAYS ARE FINISHED

By Bob Johnston, April 22, 2016 - *Trains* News Wire

WASHINGTON — Although it will continue to be available as a downloadable file from Amtrak's website, the national timetable with every train on every route at every station — and all of the Amtrak Thruway bus connections — will no longer be printed.

In a statement released this week, Amtrak says, “surveys have revealed that few customers want or use the printed System Timetable and expressed a preference to access information on-line.” Other reasons given include:

- Schedules, policies, and programs are ever-changing, and it's impossible to keep the printed document up-to-date
- Reducing print is financially and environmentally responsible
- Individual route panels will continue to be printed for distribution aboard trains and at stations; these are also available on-line.



AMTRAK'S LAST PRINTED TIMETABLE
BOB JOHNSTON PHOTO.

As late as the 2011-2012 Fall-Winter edition, Amtrak's press run was 500,000. It dropped to 360,000 by 2013, and concluded with a 300,000 printing in what turned out to be the final printed timetable, which was issued on January 11, 2016.

While VIA Rail Canada still provides a pocket timetable which lists all of its routes, virtually all other forms of public transportation dropped paper versions long ago.

Periodically over its 45 year history, Amtrak has experimented with separate “National” and “Northeast” editions but has always returned to a national system timetable.

Over the last few years, the company has been more likely to tinker with schedule

or service adjustments because these can easily be communicated electronically through booking channels. The Amtrak smartphone app, for example, provides station information with maps to show exact locations. In contrast, the timetable's printed station list has been dumbed down to eliminate not only street addresses but zip codes.

Nevertheless, with elimination of this year's National Train Day as well as most route- and train-specific advertising and promotion (unless a state or regional operating authority wants to pay for it), the latest move makes it more difficult for Americans who may not be familiar with all of Amtrak's routes to find out exactly where passenger trains go and when they leave the nearest station.

NTSB: AMTRAK 188's ENGINEER LOST “SITUATIONAL AWARENESS”

By David Iyata, May 17, 2016 - *Trains* News Wire



AMTRAK NORTHEAST REGIONAL TRAIN No. 188 AS SEEN FROM THE AIR THE MORNING AFTER A MAY 12, 2015 WRECK IN PHILADELPHIA - AP PHOTO/PATRICK SEMANSKY

WASHINGTON — Safety officials say a nearby emergency distracted an Amtrak engineer a year ago causing him to lose awareness of his surroundings and derail the train he was operating.

That is the determination of the National Transportation Safety Board members in their meeting earlier today regarding the crash of Amtrak's Northeast

Regional train No. 188 on May 12, 2015. That crash killed eight passengers and injured more than 200 people.

Board members say lack of positive train control and inadequate protection for occupants when passenger cars overturned are contributing factors in the crash that happened at Frankford Junction in Philadelphia on the Northeast Corridor.

“The most unpredictable part of the passenger train system is the human being,” NTSB Chairman Christopher A. Hart says.

The world of a passenger train engineer, Hart says, “is a world in which the engineer relies in part on the memorized details of the route, and a world in which a loss of awareness can take a terrible toll.”

Amtrak engineer Brandon Bostian accelerated his train to 106 mph as he entered a 50-mph-curve due to a loss of “situational awareness,” probably because his attention was diverted to an emergency involving a Southeastern Pennsylvania Transportation Authority commuter train on another track, the NTSB investigators found.

Investigators found no mechanical issues with the train, track conditions, or other external factors to explain the accident. Neither did they find evidence of fatigue, drug or alcohol use, cell phone use, or other impairments involving the train's operator.

NTSB officials are also adamant that PTC, could have prevented the crash by sounding a warning and, if that failed to produce results, by overriding the engineer and stopping the train.

Citing prior accidents that he said PTC could have averted — the 2008 Metrolink crash in Chatsworth, Calif., that killed 25, and the 2013 derailment of a Metro-North train in the Bronx, N.Y., that killed four — Hart called the category of train control systems “a technological safety net for inevitable human error.”

The Amtrak 188 accident, Hart says, was “a tragedy enabled by the lack of technology protection.”

Bostian previously told NTSB investigators that he accelerated on the 80 mph straightaway after North Philadelphia. The engineer says he could not remember what happened just before Frankford Junction. However, he clearly remembered radio transmissions between a Northeast Corridor dispatcher and the engineer of the SEPTA train.

Dr. Stephen Jenner, human performance investigator for the NTSB, told the

board Tuesday that a few minutes after Amtrak 188 left 30th Street Station in Philadelphia, the SEPTA engineer radioed he had stopped his train approaching North Philadelphia after someone threw an object, shattering his windshield. For the next six minutes, about two dozen radio transmissions took place between that engineer and the dispatcher, Jenner says.

Bostian later told investigators he was concerned about the SEPTA engineer, who had requested medical assistance. He got on the radio to warn the commuter crew that he was approaching, and continued to monitor the radio after passing the disabled train.

Meanwhile, the Amtrak train was on the straightaway just before Frankford Junction — accelerating to 106 mph despite the 80-mph speed limit on that track.

“With his attention diverted to the SEPTA train, the Amtrak engineer may have lost situational awareness ... an accurate understanding of what is happening around you and what is likely to happen in the near future,” Jenner said.

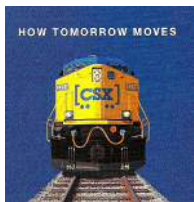
Bostian apparently thought he had already passed Frankford Junction and was in the stretch of track where it was safe to accelerate beyond 100 mph, the investigator says. “This interruption may have caused him to forget his next task, which was to operate his train no more than 80 mph and slow his train for the upcoming curve.”

“Positive train control would have prevented this accident,” Jenner says, echoing the statements of other NTSB officials.

Amtrak has its own form of PTC, the Advanced Civil Speed Enforcement System. It activated ACSES in December on this, the last stretch of the Northeast Corridor scheduled to be so equipped.

A total of 46 people were seriously hurt in the Amtrak 188 crash, mostly with torso or chest injuries, the NTSB says. They were thrown from their seats and struck by flying luggage. Investigators also noted removable passenger car windows became detached as the cars slid on their sides; several passengers died when the forces of the crash ejected them through window openings.

UPDATE: Full story on National Transportation Safety Board findings. May 17, 2016. 12:40 p.m. Central time.



[CSX SEEKS NEW OPERATING EFFICIENCIES WITH 'NETWORK OF TOMORROW' CONCEPT](#)

JACKSONVILLE, Fla. - May 5, 2016 - CSX Transportation is introducing a new operating plan that will re-structure how the railroad manages its trains and resources, a source close to the railroad tells *Trains* News Wire. The Network of Tomorrow concept looks to focus on the railroad's select core

networks in one category and feeder lines, such as lower volume and secondary lines as a separate category.

The railroad's core network is comprised of its main corridors connecting Chicago, Jacksonville, and New Jersey. The feeder lines consist of routes that do not handle the same amount of freight volumes and can effectively operate at lower track speeds without a requiring as much capital spending.

The railroad's new operating philosophy, unveiled to employees this week, will allow the railroad to invest more capital and resources into its core network — funneling freight traffic into those corridors through longer trains and higher speeds, says Cindy Sanborn, executive vice president and chief operating network, in a Q&A segment posted this week to the employee gateway.

Sanborn says that feeder routes will be classified for lower speeds, and trains that benefit from high velocity will be directed over the core network. The feeder routes will run fewer trains, allowing the railroad to reallocate resources to the core routes.

While feeder routes with less rail traffic may see a decrease in track speeds, Sanborn says that all tracks will continue to be “maintained and inspected

to ensure safety at whatever speed it's classified to handle.”

In response to “How are we ensuring safety on the feeder lines?” Sanborn says to think of it as a highway system.

“It's not unlike the highway system, where one road is designated a state highway with a 50 mph speed limit and another is an interstate maintained for 70 mph. That doesn't mean one is safer than the other, just that they have different roles in the overall system and therefore are maintained for different volume and speed of traffic.”

The railroad says it will work along its engineering and maintenance teams to ensure safety is always the top priority through rigorous track inspection and classification standards administered by both CSX and the Federal Railroad Administration.

According to the recent article, CSX says it has already started implementing the Network of Tomorrow concept on a feeder line between Waycross, Ga., and Montgomery, Ala., known as the Bow Line. Through trains operating on the secondary route are being transitioned over to the railroad's core network that connects Jacksonville with the Midwest and Northeast. Representatives with CSX have not responded to *Trains*' request for comment.

[MARYLAND SEEKS \\$155 MILLION IN FEDERAL FUNDING FOR BALTIMORE TUNNEL PROJECT](#)

BALTIMORE - April 20, 2016 - The State of Maryland and CSX Transportation are working together to expand freight capacity beneath the streets of downtown Baltimore. The *Baltimore Sun* says state and railroad officials have agreed to invest \$270 million toward expanding the 1.7-mile Howard Street Tunnel to accommodate double stack intermodal trains, but project officials say an additional \$155 million in federal funding is needed to help pay for the project.

The article says that the Port of Baltimore has fallen behind other East Coast ports in terms of volume due to the difficulty of shipping containers out of the port's terminals by rail. For several years, officials have debated on the best approach to expanding capacity through the tunnel.

Officials says the tunnel needs about 18 inches of additional clearance to accommodate double stack containers, while the tunnel itself needs to be expanded about 19.5 to 21 feet. Early predictions estimated the project costs to be between \$1 to 3 billion with the tunnel needing to be closed during the construction.

In reviewing alternative options, the state looked at a possible rail intermodal site in Morrell Park south of Baltimore, but local residents opposed the idea in 2014. The latest proposal comes with a price tag of around \$425 million with CSX paying for about 60 percent of the project.

The state is seeking funding from the U.S. Department of Transportation's FASTLANE grant program, a new program that supports multimodal freight infrastructure projects as part of the FAST Act transportation program.

The Baltimore & Ohio Railroad built the Howard Street Tunnel in the 1890s.

[Edited from *Trains* News Wire]

[CSX CONTINUES BELT TIGHTENING WITH CONTINUED COAL TRAFFIC SLIDE](#)

By Bill Stephens, April 20, 2016 - *Trains* News Wire

JACKSONVILLE, Fla. — With coal traffic still in a free fall — and expected to drop by 25 percent this year — CSX will continue to tighten its belt in an effort to produce \$250 million in efficiency savings.

To offset the anticipated loss of \$500 million in coal revenue this year, CSX will focus on pricing, efficiency gains, and shutting down lines and facilities where necessary, CEO Michael Ward said during a first quarter earnings call earlier in April.

Running longer trains has been a key strategy as the railroad tries to reduce its operating costs. CSX increased train length by 16 percent last year, up to an average of 6,400 feet, Cindy Sanborn, the railroad's executive vice president and chief operating officer, said during the call.

Gains have stalled, though, due to siding capacity.

"We're bumping up against challenges in single-track territory where siding length is an issue for us," Sanborn says.

So CSX is extending sidings on its key Nashville-Cincinnati corridor, where siding length limits trains to 6,500 feet, Sanborn says.

Construction is under way to lengthen the sidings at Cave City and Morgantown, Ky., and Mitchellville, Tenn., on the Mainline Subdivision between Nashville and Louisville, CSX spokeswoman Melanie Cost says. The work is expected to be complete by mid-year.

The line is part of CSX's Southeast Corridor linking Chicago and Florida.

"These extensions will support strong current and future volume on the corridor, especially for our automotive market," Cost says.

"These siding projects are being driven by business needs and future opportunities rather than any specific 'target' train length," Cost tells Trains NewsWire. "CSX's work to build longer sidings is part of the company's overall strategic investment to match network resources to the changing business mix we see – as we manage through the decline in coal and make decisions now to maximize long-term opportunities in merchandise, including automotive, and intermodal."

Asked why CSX's overall train speeds are lagging other railroads in returning to 2013 levels, Sanborn said, "We're never satisfied with where we are."

The railroad's service plan tries to strike a balance between productivity and efficiency savings, she explains. Currently the railroad's service levels are allowing it to reap price increases. "We're seeing great performance in our double-track territories," Sanborn says.

CSX aims to increase density on its main routes, which opens up opportunities for additional savings.

"Changes we are making are not short-term reactions to temporary economic conditions," Sanborn says of last year's cutbacks in hard-hit Appalachian coal fields. She was asked whether CSX expects to further reduce the size of its coal network in response to anticipated traffic levels.

"We're never done in any of this," Sanborn says. CSX will continue to look at demand as it changes and take steps to cut costs as required, she says.

With volume down — CSX's gross ton-miles are off 10 percent vs. a year ago — the railroad has reduced the size of its locomotive fleet accordingly. CSX has 400 fewer active locomotives currently, a 10-percent reduction compared to the first quarter of 2015, Sanborn says. Some 275 units are stored and 96 leased locomotives will be returned in the second and third quarters, she said. That reduction will be offset by the delivery of 100 new locomotives this year.



NORFOLK SOUTHERN TO REDUCE OPERATIONS AT KNOXVILLE, TENN., IN RESPONSE TO LOWER TRAFFIC VOLUMES

NORFOLK, Va., April 20, 2016 - Norfolk Southern Corp. announced today that it will reduce train operations at its Knoxville, Tenn., rail yard, effective May 1. The action is in response to lower traffic volumes and is consistent with the company's ongoing implementation of its strategic plan to enhance operating efficiencies, reduce costs, drive profitability, and support long-term growth. NS remains on track to achieve its previously announced annual expense savings of more than \$650 million and an operating ratio below 65 percent by 2020.

NS plans to idle switching operations at the rail yard, where freight cars from inbound trains are sorted by destination and assembled into outbound trains. As part of the change in operations, train traffic will decrease at the yard, reducing the need for personnel and infrastructure associated with train operations and maintenance activities. The Knoxville terminal will continue to serve as a hub for through-train operations and provide safe, reliable service to local customers, and NS has developed an operating plan to minimize any customer impact.

Knoxville will continue to serve as headquarters for the company's Central Division, which includes 1,100 track miles primarily in Tennessee and Kentucky. Although approximately 135 positions will be impacted by the reduction of operations at the yard, nearly 300 employees in Knoxville will continue to support division operations and manage yard traffic. NS will assist impacted employees by offering them opportunities to fill job vacancies as they become available across the system.

NS currently employs more than 1,570 people across Tennessee with nearly 850 miles of track across the state, intermodal terminals in Memphis, and a major rail classification yard and locomotive shop in Chattanooga. [Edited from Norfolk Southern Corp.]

NORFOLK SOUTHERN REPORTS STRONG FIRST-QUARTER 2016 RESULTS

NORFOLK, Va., April 21, 2016 – Norfolk Southern Corporation today reported financial results for first-quarter 2016. Net income for the quarter was \$387 million, 25 percent higher compared with \$310 million during the same period of 2015. Diluted earnings per share were \$1.29, up 29 percent compared with \$1.00 diluted earnings per share in the first quarter last year.

"Our strong first-quarter results demonstrate the significant progress we are making in line with our strategic plan," said Chairman, President, and CEO James A. Squires. "Since I became CEO in June, our team has been committed to streamlining operations, reducing expenses and maintaining superior customer service levels. Our focus on strengthening Norfolk Southern is yielding results, and the company is now on track to achieve productivity savings of about \$200 million and an operating ratio below 70 in 2016. We are confident the continued execution of our strategic plan will deliver superior shareholder value by best positioning Norfolk Southern to succeed while ensuring the company is prepared to capture revenue and volume growth opportunities in 2016 and beyond."

As previously announced, Norfolk Southern is implementing a strategic plan to reduce costs, drive profitability, and enhance value for all Norfolk Southern shareholders. Through this plan, the company expects to achieve annual productivity savings of more than \$650 million by 2020 and an operating ratio below 65 percent by 2020.

FIRST-QUARTER SUMMARY

- Railway operating revenues were \$2.4 billion, 6 percent lower compared with the first quarter of 2015. Volume declined 2 percent, the result of lower coal volumes. Average revenue per unit decreased 3 percent as the effects of higher rates were more than offset by a \$114 million, or 70 percent, decline in fuel surcharge revenues.

- Merchandise revenues were \$1.5 billion, 2 percent higher than the same period last year. Led by an 18 percent increase in automotive traffic, volume grew in all business groups except chemicals, which was impacted by fewer crude oil shipments due to low oil prices. The five merchandise commodity groups reported the following year-over-year revenue results:

- > Chemicals: \$419 million, down 3 percent
- > Agriculture: \$386 million, up 3 percent
- > Metals/Construction: \$300 million, down 3 percent
- > Automotive: \$254 million, up 16 percent
- > Paper/Forest: \$190 million, up 3 percent

- Intermodal revenues were \$522 million, down 12 percent compared with first quarter 2015. Volume was even for the quarter as growth in international volumes was offset by lower domestic volumes due to the restructuring of the company's Triple Crown Services subsidiary.

- Coal revenues were \$349 million, 23 percent lower compared with first quarter of 2015. Mild winter temperatures, low natural gas prices, and a weak global export market combined to decrease volume by 23 percent year-over-year.

- Railway operating expenses decreased \$264 million, or 13 percent, to \$1.7 billion compared with same period of 2015, due to lower fuel costs and

targeted expense reduction initiatives.

- Income from railway operations was \$723 million, 19 percent higher compared with the same period in 2015.
- The operating ratio, or operating expenses as a percentage of revenues, was 70.1 percent, a first-quarter record, and an 8 percent improvement compared with first-quarter 2015. [Edited from Norfolk Southern Corp.]

NORFOLK SOUTHERN ROLLS OUT NEW SAFETY TRAIN AND WEBSITE TO EDUCATE FIRST RESPONDERS

ALTOONA, Pa., April 22, 2016 – In keeping with a strong tradition of safety, Norfolk Southern today rolled out a new educational train and website to help first responders across its network respond to potential rail-related incidents. The train and website are part of Norfolk Southern's Operation Awareness & Response (OAR) program. OAR was launched in 2015 to cultivate and strengthen relationships with local first responders by providing classroom, web-based, and field training on hazardous materials transportation, as well as information about rail operations.

The NS hazmat safety train is comprised of:

- A 2,000-horsepower, 273-ton locomotive painted in honor of emergency responders with insignia recognizing police, fire, and emergency services
- Two boxcars converted into classrooms, each capable of holding 30 people
- Four styles of tank cars, including DOT-105, DOT-111, DOT-112, and DOT-117, to illustrate a variety of car valves and fittings
- Two 89-foot flatcars designed to transport intermodal containers



NORFOLK SOUTHERN'S NEW HAZARDOUS MATERIALS SAFETY TRAINING TRAIN IN ALTOONA, PA ON 4-21-16 - NS PHOTO

Norfolk Southern also launched its new JoinNSOAR.com website today to provide the public with information about transporting hazardous materials and the economic benefits of moving

hazardous materials by rail.

Following today's kickoff, the NS hazmat safety train will travel to 14 states across the railroad's network. Upcoming training sessions, which are by invitation, will include Harrisburg, Pa.; Baltimore; Chicago; Alexandria, Va.; and Columbia, S.C. The train's schedule and contact information can be found at JoinNSOAR.com.

During the ceremony, Norfolk Southern announced that it won its 16th National TRANSCAER Achievement Award. The TRANSCAER award recognizes exceptional achievement in support of voluntary efforts by companies to help communities prepare for and safely respond to incidents involving transport of hazardous materials. [Edited from Norfolk Southern Corp.]



U.S. Department of Transportation
Federal Railroad Administration

FRA BEGINS ENVIRONMENTAL IMPACT REVIEW FOR HUDSON TUNNEL PROJECT

WASHINGTON - May 3, 2016 - The Federal Railroad Administration (FRA) yesterday published its notice of intent to prepare an environmental impact statement with New Jersey Transit for the proposed Hudson tunnel project, according to the Federal Register.

The project involves the construction of a new rail tunnel beneath the Hudson River, including the railroad infrastructure in New Jersey and New York to connect the new tunnel to the Northeast Corridor (NEC), as well as rehabilitating the corridor's existing tunnel known as the North River

Tunnel, according to the notice.

The environmental impact statement will evaluate the project's potential environmental impacts of a range of alternatives, as well as the "no build" option.

As necessary, the FRA and NJ Transit will coordinate the statement with Amtrak — which owns the tunnel — and the Port Authority of New York and New Jersey.

The FRA is soliciting written comments on the scope of the statement by May 31. In addition, the FRA and NJ Transit will hold scoping meetings on May 17 in New York City and May 19 in New Jersey.

The tunnel system is a critical component of the NEC, as it is the only intercity passenger rail crossing into New York City from New Jersey. Amtrak and NJ Transit provide connections between the major cities of the Mid-Atlantic and Northeast states and commuter connections for people heading into and out of New York City. [Progressive Railroading]



SEPTA STUDIES WEST CHESTER SERVICE RESUMPTION

By Joseph M. Calisi, May 3, 2016 - *Trains* News Wire

PHILADELPHIA – Two decades after its discontinuance, the Southeastern Pennsylvania Transportation Authority is considering the restoration of 9.4 miles of commuter rail service from Wawa to West Chester. The agency's 2017 budget includes funds to study the resumption of service in conjunction with the Pennsylvania Department of Transportation.

The rail line needed for the service still connects to a nearby main line and is operated by the West Chester Railroad Heritage Association, a nonprofit, all-volunteer tourist operation.

Armed with a budget of \$150.6 million, construction could begin in 2017 and be finished in just three years, paving the way for service to restart in 2020. The plans will need to find acceptance by the agency's board at its next meeting on May 26 to meet that schedule, however.

An estimated 2,000 daily commuters could use the extended line by 2035, according to the Delaware Valley Regional Planning Commission.



PRR, PRSL & LIRR EVENTS IN JUNE

June 20, 1904 - PRR Road Committee authorizes new yard and engine terminal at Greenwich Point, Philadelphia.

June 28, 1909 - PRR establishes summer-only express with parlor car between Wilmington and Rehoboth Beach, leaving Wilmington at 3:44 PM and returning at 6:39 AM.

June 1914 - East Lebanon Branch of Cornwall & Lebanon Railroad extended 615 feet to point east of 5th Avenue, Lebanon.

June 2, 1919 - Cumberland Valley Railroad merged into PRR under agreement of Jan. 22, 1919; becomes Cumberland Valley Division of PRR.

June 17, 1924 - PRR announces that it has prepared plans for electrification from Philadelphia to Pittsburgh and New York to Washington but that work will not take place in the near future for lack of capital; says Philadelphia-Pittsburgh will be electrified first.

June 23, 1929 - PRR begins operating into Central Terminal at Buffalo, except for one commuter train to East Aurora, which uses NYC Exchange Street Station near downtown.

June 30, 1934 - Last run of PRSL passenger service on the Grenloch Branch between Gloucester and Grenloch, N.J.

June 28, 1939 - PRR Board authorizes an additional \$3.16 million for the Newark, New Jersey Improvements, including the station, Dock Bridge and

Harrison station.

June 26, 1944 - Hudson & Manhattan Railroad begins use of tokens instead of cash fares; cash fares and tickets are still used on PRR portion between Journal Square and Newark.

June 1, 1949 - First RDC demonstrator No. 2960 leaves the Budd Company plant at Red Lion for testing on the PRR's Delmarva Division.

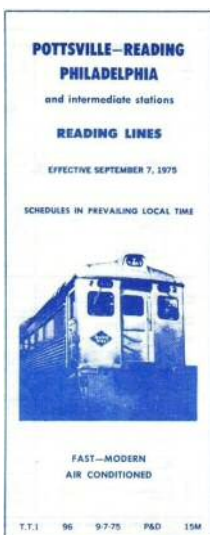
June 12, 1954 - PRR announces that it has sold the block between 17th & 18th Streets in Penn Center, Philadelphia to Matthew H. McCloskey, who will build a "Transportation Center" with a 4-storey bus station and parking garage topped by an office tower (6 Penn Center) that will be the new PRR headquarters.

June 27, 1959 - Last runs of Baltimore commuter service between New Calvert Station and Parkton, Md.; Calvert discontinued as a passenger station and all passenger service between New Calvert and Pennsylvania Station ends.

June 18, 1964 - PRR and Pennsylvania Power & Light Company inaugurate first 74-car unit coal train from mines at Tunnelton to Brunner Island power plant at York Haven; first true unit coal train with cars owned by shipper.

June 28, 1967 - PRR Board approves an expenditure of \$21.1 million for 50 "Metroliner" high speed MU cars.

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



TIMETABLE 06-16

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



Saturday, June 11, 2016

Reading & Northern Railroad RDC Excursion Pottsville-Schuylkill Haven-Port Clinton-North Reading and return. Guided tour of the Reading & Northern Railroad's Headquarters. Info: www.lgsry.com

Sunday, June 12, 2016

Pufferbelly Day on the Wilmington & Western Railroad. Their iconic steam locomotive, No. 98, joins with the visiting Lehigh Valley Coal Company No. 126 to pull trains through the Red Clay Valley. Info: www.wvrr.com

Sunday, June 12, 2016

Philadelphia Chapter PRRT&HS 40th Anniversary Banquet at Georgine's Restaurant, 1320 Newport Road, Bristol, PA 19007. 1:00 to 5:00 PM. Buffet, cash bar, music & dancing. \$35.00 per person. Info: www.philaprrths.com

Saturday, June 18, 2016

Amtrak "Farewell to the AEM7 Locomotive" Excursion Washington to Philadelphia and return. Photo stop in Halethorpe, Md. and tour of Wilmington Shops. Fare: \$155.00 per person. Info: www.amtrak.com

Sunday, June 19, 2016

Friends of Philadelphia Trolleys Father's Day Charter. Departs SEPTA Elmwood Depot, 7311 Elmwood Ave. Philadelphia PA at 11:00 am. \$45.00 per seat - mail a check or money order made out to FPT, Inc. to Harry Donahue, 103 Mulberry Court, Morgantown, PA 15443. Info: call or e-mail Bill Monaghan: 856-297-2355 or FPT2799@Comcast.net

Sunday, June 26 - Saturday, July 2, 2016

Rail Camp East in Newark, Del. Info: www.nrhs.com.

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. Info: www.allnrr.com

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 "Rails to the Rockies" at the Holiday Inn Denver East - Stapleton, Denver, Colorado. Info: www.nrhs.com.

Friday-Sunday, Sept. 23-25, 2016

Reading Modelers Meet and RCT&HS 40th Anniversary Celebration.



RAILROAD MUSEUM OF PENNSYLVANIA
ROUTE 741 EAST, STRASBURG, PA
WWW.RRMUSEUMPA.ORG
717-687-8628

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

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

Saturday & Sunday, Aug. 20-21, 2016 - Model Railroad Days.

Saturday, Sept. 24, 2016 - FRM Members Day



STRASBURG RAIL ROAD
SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

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

Saturday, July 16, 2016 - The Rolling Antique Auto Event

Saturday, July 23, 2016 - The Great Train Robbery

Saturday - Sunday, Aug. 27-Sept. 4, 2016 - Day Out With Thomas



MAY, 2016

CHAPTER MEETING MINUTES

The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, May 16, 2016. The meeting was called to order at 7:35 p.m. by President Tom Shenk with 35 members and 1 guest present (Frank Tatnall). Fred Kurtz announced there is a list downstairs from National that he is trying to update. Fred would like the chapter members to check the information on the list and correct the information if it is wrong so he can have an updated membership list. President Tom Shenk led those assembled in the Pledge of Allegiance.

SUSPENDED CHAPTER MEETING: Editor Ed Mayover made a motion to suspend the Chapter Membership Meeting for tonight's program. The motion was seconded by Steve Himpl. The program is "Central Railroad of New Jersey Operations in Pennsylvania" given by Frank Tatnall. Frank's wife recently had surgery and he needed to get back home to her.

MINUTES: The Chapter Membership Meeting was resumed at 8:45 p.m.

President Tom Shenk asked for a motion to approve the April Membership Meeting Minutes. There was a correction needed to the minutes. The correction was that Joe Maloney is National Vice President and not National President as stated. Your Secretary apologizes for the mistake to the minutes. Fred Kurtz approved the amended motion and Douglas Henry seconded the motion. The April membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: In the absence of Chaplain David Stambaugh, Tom Shenk reported chapter member Evan Russell had a heart attack and had a stent put in. Dennis Allen, who was recently admitted to the hospital with some health problems, will be going back into the hospital for triple bypass surgery within the next couple of weeks. John Sweigart is celebrating his 75th birthday. John brought in a cake for the Chapter membership to enjoy and the Chapter membership sang "Happy Birthday" to him. Helen Shaak announced her grandson Graham Dirian fell and broke his wrist.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of April. Richard has all of the paperwork completed for the Federal and State tax returns for the Chapter. President Tom Shenk and Richard need to sign some paperwork and Richard needs to send in \$15.00 to the Commonwealth of Pennsylvania by September 10.

MEMBERSHIP: Fred Kurtz reported there are 118 Chapter and National memberships, 56 Family memberships, and 31 Chapter-only memberships.

CHRISTIANA FREIGHT STATION CLEAN-UP: Glenn announced "Clean-Up Day" at the Christiana Freight Station will be held on Saturday, May 21, 2016. The Christiana Fire Hall is having their annual breakfast on that same day. Chapter members can meet for breakfast at 7:30 a.m. at the fire hall and then go to the Freight Station by 9:00 a.m. for the clean-up. Volunteers are also needed for the clean-up. Tom announced to clarify to chapter members, we do not have to pay for parking at chapter meetings. If anyone is renting the Station for an event they will have to pay a parking fee plus the cost of the rental of the Station.

CABOOSE UPDATE: Steve Himpel is continuing to add the accessories to the caboose. Steve would like to paint the caboose roof on Saturday at the chapter clean-up day, weather permitting. Steve is also working on cleaning up the Milepost sign that will eventually be placed at the front of the Station. Steve announced Evan Russell donated magazines to the chapter.

TRIPS: Tom announced a "Fall Foliage" day trip set for Saturday, October 15, 2016. Activities for the day are ride the Allentown and Auburn Railroad in Kutztown, ride the Colebrookdale Railroad, tour the Boyertown Museum of Historical Vehicles, and a catered lunch is included. The chapter member price is \$95.00. The flyer for this trip will be in the June newsletter. There have been some problems contacting the Colebrookdale Railroad. If the problems aren't resolved, we will ride the Wanamaker, Kempton & Southern Railroad instead. If members don't want to ride the Wanamaker, Kempton & Southern Railroad, they can get a refund (approximately \$8.00).

KITCHEN SIGN UP: The Kitchen needs volunteers for the months of June and October. If you are interested in volunteering, contact your Secretary at speckeberly@yahoo.com. Thank you to Toady Kennel for bringing the treats for May's chapter meeting.

NATIONAL NEWS: Fred Kurtz reported that National is working on making changes to the bylaws. A proposal National had to be a legitimate NRHS chapter is that all chapters would have to have 100% membership of everyone being a Chapter and National member.

ANNOUNCEMENTS: Tom Shenk announced The Baltimore Chapter, National Railway Historical Society presents a day trip. The Strasburg Rail Road and Maine Eastern GP9 mixed Train Photo Charter is on Saturday May 28, 2016. The train departs from Strasburg at 9 a.m. and returns at 11:30 a.m. The prices are \$35.00 for chapter members and \$45.00 for non-chapter members. If interested, contact www.BaltimoreNRHS.org/events. Tom Shenk announced that the Vice President of Real Estate from Amtrak will be visiting the Christiana Freight Station on Thursday, May, 26 2016. Tom Shenk has two ideas for the July Chapter "Away" meeting. The chapter could ride the Wilmington and Western Railroad or the West Chester

Railroad. It would be a Sunday afternoon Chapter Meeting. Tom will check and see what is available.

NEW MEMBERSHIP ROSTERS: Helen Shaak announced she will be working on a new chapter membership roster. If chapter members can e-mail her at Hshaak@dejazzd.com or call her at 717-484-4020 with their name, spouses name, and any other family members, their address, phone numbers, and e-mail addresses. If you do not want your e-mail address published let Helen know.

ADJOURNMENT: The Chapter Meeting was adjourned at 9:00 p.m.

Respectfully submitted by Donetta M. Eberly, Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

PENNSY 'DOODLEBUG' CLOSER TO FULL RESTORATION

By Wayne Laepple, April 18, 2016 - *Trains* News Wire

RINGOES, N.J. — Pennsylvania Railroad gas-electric car No. 4666 is taking another step toward restoration with a change of location.



PRR 4666 AT RINGOES, NJ ON MAY 28, 2011

PHOTO BY BOB VOGEL

The doodlebug left its long-time home on the Black River & Western Railroad for the Allentown & Auburn Railroad at Kutztown, Pa. A pair of Norfolk Southern diesels pulled the car from Black River's interchange track at Three Bridges, N.J. on April 17.

No. 4666 is one of just a handful of such self-propelled passenger cars. It is a Brill model 660 car that was used on several low-volume passenger routes on the Pennsy system, making its final run on June 28, 1962 between Trenton and Camden, N.J. The railroad stored it at Wilmington, Del., pending disposition.

The late Sloan Cornell saved the car from the scrapper for his Penn View Mountain Railroad in Pennsylvania. It later went through a succession of private owners from 1967 on, and was operated on the New Hope & Ivyland in Pennsylvania before moving to the Black River & Western. The latter railroad used it for a number of years on the run between Ringoes and Lambertville, N.J., but later retired the piece.

That railroad sold the doodlebug in the 1990s to a private owner who has slowly been restoring it, having installed a new rubber roof and gotten the unit to the point where it can move under its own power. The doodlebug's restoration will continue with the goal of returning it to passenger service on the 4.1-mile-Allentown & Auburn line.

THIS MONTH'S BANNER PHOTO

To celebrate the return of RDC excursions from Pottsville, Pa., we have Reading Company RDC No. 9152 at Pottsville, Pa. in November, 1964.



OPERATION LIFESAVER REMINDS YOU...

BWARE THE OPTICAL ILLUSION

You *cannot accurately judge* a train's speed or distance. Do not take chances. An optical illusion makes a train seem farther away and moving more slowly than it is. Do not take chances.

“INSIDE THE NEXT TO THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

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.

JULY, 2016 - SUNDAY - “RIDE THE RAILS” AT THE WEST CHESTER OR WILMINGTON & WESTERN RAILROAD

Complete information in the July *Lancaster Dispatcher*. This will be a pay-as-you-go meeting, not subsidized by the Chapter.

AUGUST 15, 2016 - MONDAY, 6:00 PM - “RIDE THE RAILS” AT THE STRASBURG RAIL ROAD

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Chapter Meeting in a Strasburg passenger car. Restrooms will be available at the station - shops and restaurant close 15 minutes after the train returns to Strasburg. Purchase your tickets from the Chapter at the reduced price of \$5.00 each. Bring your friends to this fun-filled train ride and meeting.

NOVEMBER 11-19, 2016 - FRIDAY THRU SATURDAY - CUBA JOURNEY: OFF THE BEATEN TRACK

Contact Tom Shenk at Travel Time with questions: 717-945-5025, tom@trvltime.com. Space expires on June 27, 2016.

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

78 YEARS AGO THIS MONTH



It's JUNE 15, 1938, the date on which the PENNSYLVANIA RAILROAD'S BROADWAY LIMITED MADE ITS DEBUT AS A STREAMLINED TRAIN. K4s No. 3768, GIVEN A STREAMLINED COWLING TWO YEARS PREVIOUSLY, HANDLED THE TRAIN OUT OF CHICAGO - CLASSIC TRAINS COLLECTION.



WHO MADE UP WHAT? - CANADIAN NATIONAL





**LANCASTER CHAPTER, INC., N.R.H.S.
FALL FOLIAGE TRIP
SATURDAY, OCTOBER 15, 2016**



Preserving Pennsylvania's Transportation History



Join the Lancaster Chapter for a special one-day trip to ride the Allentown & Auburn Railroad from Kutztown to Topton, Pa., followed by a catered lunch. Visit the Boyertown Museum of Historic Vehicles prior to our 3:30 PM departure from Boyertown on The Colebrookdale Railroad for a 2-hour train ride featuring the best foliage in Pennsylvania! Spectacular autumn colors and the rich fragrances of fall in the Secret Valley delight the senses while locally-produced autumn snacks and ciders available on board warm the soul. The 1920s deluxe open-window coaches, caboose, and the Secret Valley Explorer Open Car provide the perfect hayride-on-the rails.

Our air-conditioned motor coaches will depart from the Christiana Freight Station at 9:00 AM and Lancaster Airport at 9:30 AM. Tickets are \$95.00 per person and include the train ride on the Allentown & Auburn Railroad, a catered lunch, the train ride on the Colebrookdale Railroad and bus driver gratuity. We expect this trip to sell out fast.

✂ -----

NAME _____ EMAIL ADDRESS _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE _____

NO. OF SEATS _____ @ \$95.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

I/WE WILL BE BOARDING AT CHRISTIANA FREIGHT STATION _____ LEAVING AT 9:00 AM OR LANCASTER AIRPORT _____ LEAVING AT 9:30 AM

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S. - CONFIRMATION OF YOUR ORDER WILL BE SENT BY EMAIL.

MAIL TO: LANCASTER CHAPTER, N.R.H.S.
C/O THOMAS SHENK
11 MARQUIS COURT
LITITZ, PA 17543

INFORMATION:
TOM SHENK
OFFICE - 717-299-6600 ext. 504
CELL - 717-314-4448

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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, JUNE 20, 2016, STARTING AT 7:30 P.M.

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY**
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416
PHONE: 610-593-4968
CHAPTER WEBSITE: WWW.NRHS1.ORG



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

**PLEASE DELIVER PROMPTLY
FIRST CLASS MAIL**

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Forwarding and Address Correction Requested

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