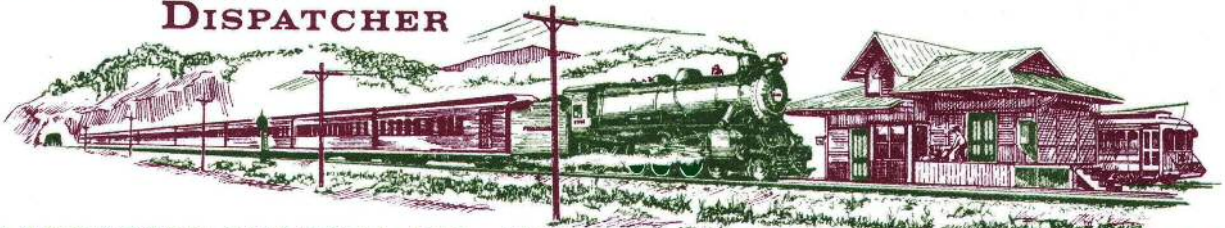


LANCASTER DISPATCHER

1935 - 2016



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 47 NUMBER 12

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DECEMBER 2016

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“NEWS FROM THE RAILROAD WIRES”

Holiday Greetings



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AMTRAK SETTLES PHILADELPHIA CRASH CLAIMS FOR \$265 MILLION

PHILADELPHIA, Oct. 28, 2016, *Progressive Railroading*, *CBS News* - Amtrak has reached a \$265 million settlement for pending claims in

connection with a May 2015 train derailment in Philadelphia that killed eight people and injured more than 200 others.

The settlement, revealed yesterday in a federal court order in Philadelphia, is among the largest involving rail crashes, lawyers representing the plaintiffs told local news media.

Under the agreement, a federal judge will appoint two masters to evaluate the plaintiffs' claims to determine how the settlement should be divided.

"Amtrak appreciates the guidance and involvement of the Court in this matter. Because of the ongoing nature of the litigation Amtrak will have no further comment at this time," Amtrak spokesman Craig Schulz said in a prepared statement.

Last year, Congress raised the limit to \$295 million from a \$200 million cap on what Amtrak could pay in settlements involving crashes.

The Philadelphia crash occurred on May 12, 2015, when Amtrak Train No. 188 was traveling from Washington, D.C., to New York. The train had left the Philadelphia station with 258 people on board when it entered a curve traveling at 106 mph where the speed limit was 50 mph.

The National Transportation Safety Board (NTSB) determined that the accident occurred as a result of a loss of situational awareness by the train's engineer after his attention was distracted by radio talk about a SEPTA train struck by rocks.

The section of track where the crash occurred was not equipped with positive train control technology, the NTSB noted in its findings.

"It's widely understood that every person, no matter how conscientious and

skilled, is fallible, which is why technology was developed to backstop human vulnerabilities," said NTSB Chairman Christopher Hart in a statement released in May. "Had positive train control been in place on that stretch of track, this entirely preventable tragedy would not have happened."

AMTRAK NOTCHES RIDERSHIP, REVENUE RECORDS FOR FISCAL 2016

By Bob Johnston, Oct. 21, 2016 - *Trains* News Wire

WASHINGTON — Amtrak broke revenue and ridership records in its 2016 fiscal year despite dire predictions that passenger patronage would suffer with continued low fuel prices. Amtrak carried about 31.2 million passengers, up 1.3 percent from 2015, generating \$2.2 billion in ticket revenue, up 0.03 percent, according to recent reports from the national passenger railroad.

Those numbers not only beat last year, in which the May 2015 derailment of Northeast Regional train No. 188 shut down the Northeast Corridor near Philadelphia for several days, but also edged 2014. That year saw 30.9 million passengers and was the record year using data generated from hand-held scanners.

In January, then-Amtrak President Joe Boardman announced company-wide austerity measures and a revised forecast, which projected a \$167.3-million ticket revenue shortfall compared with the amount originally budgeted.

When the final tally came in, however, revenue beat the revised downward forecast by 3.3 percent, but was still off 4.3 percent from the original 2016 fiscal year projection.

A closer look: winners and losers

Long distance trains:

- Gains in this category were aided by the decision to eliminate previous boarding restrictions between New York and Washington, D.C., on the New York-Savannah, Ga., *Palmetto*. This change and track work-caused cancellations last year helped the train achieve an 82-percent increase in passengers and 61-percent revenue rise.

- Another big winner was the *California Zephyr*, up 11.2 percent in ridership and 6.2 percent in revenue.

- Without its dining car and meal-inclusive sleeping car fares, the New York-Miami *Silver Star* showed a 5-percent drop in passengers and was off 11.6 percent in ticket revenue.

- Lower gas prices certainly had something to do with the biggest loser in the category, the Lorton, Va. to Sanford, Fla., *Auto Train*, which lost more than 12 percent of its riders and almost 8 percent in revenue.

State-supported trains:

- California's three corridors carried 5.6 million passengers, or 128,152 more than in 2015, fueled by gains for *Pacific Surfliner*, 3.4 percent, and *Capitol Corridor*, 5.8 percent; while the *San Joaquins* slipped 4.7 percent. This illustrates the fact that where passenger corridors run through heavily congested areas with frequent service, cheaper gas may not persuade travelers to leave the rails.

- Northern New England Passenger Authority's *Downeaster* between Boston and Brunswick, Maine, bounced back with 18-percent-plus increases in both ridership and revenue from a disastrous 2015 caused by extensive Pan Am Railways and MBTA slow orders last year.

- The category wound up essentially flat, however, because the push to get American Recovery and Reinvestment Act of 2009-funded infrastructure

projects completed by 2017 deadlines caused many cancellations on Michigan's *Wolverine Service*, Illinois' *Lincoln Service*, and Connecticut's New Haven-Springfield, Mass., corridors.

- The four-times-per-week *Hoosier State* carried virtually the same number of passengers in 2016 as last year, but revenue rose about \$250,000 or 36 percent because more travelers opted for premium-priced business class amenities offered by Iowa Pacific's meals-included, full-length heritage dome car.

Northeast Corridor trains:

Gains were modest here, limited by peak-hour *Acela Express* sell-outs and some off-peak *Northeast Regional* consolidation and fewer New Haven-Springfield shuttle connections.

What Amtrak's annual ridership and revenue figures don't show are passenger mile or revenue per-train mile comparisons, but it is significant to note that the 15 long-distance trains generated slightly more ticket revenue carrying less than 32 percent of the passengers of the state-supported trains. In part, this is because they offer more premium-priced amenity options, such as sleeping accommodations.

PENNDOT KICKS OFF MOUNT JOY RAIL STATION PROJECT

HARRISBURG, Oct. 27, 2016, *Progressive Railroading* - On Oct. 26, the Pennsylvania Department of Transportation marked the start of a \$25 million project to improve the train station in Mount Joy, Pa., on Amtrak's Keystone Corridor.

The project will replace low-level platforms with covered, elevated structures that will make boarding trains easier, as well as add elevators and enclosed stair towers and a pedestrian overpass between the east and westbound platforms, according to a PennDOT press release.

The work also includes adding 42 parking spaces and improving 112 parking spaces and slope stabilization. The new station will meet requirements of the Americans with Disabilities Act.

The project is the latest in a series of investments to improve service on the 104-mile Keystone route.

Expected to take three years to complete, the project complements Phase I, which added streetscaping, 69 parking spaces and a covered walkway between the parking lot and station. Phase I was completed in 2012.

Working with Amtrak and the Federal Transit Administration, PennDOT has overseen more than \$400 million in improvements to the Harrisburg to Philadelphia and New York Keystone Corridor since 2000.

AMTRAK BANS FIRE-PRONE SAMSUNG PHONE

WASHINGTON, Oct. 25, 2016, *Trains News Wire* - Amtrak announced this week that passengers are no longer able to take their Samsung Galaxy Note 7 phones on trains or railroad property, the *Washington Post* reports.

Amtrak joins a number of travel companies, including most U.S. airlines, to ban the phones that are prone to battery failure and fires. In one extreme instance, a phone carried by a man bound for Baltimore overheated and caught fire. NJ Transit issued a similar ban in September. Samsung has since recalled the phone but some people still have them.

This ban includes Amtrak trains, Thruway buses, facilities, stations, platforms, Amtrak vehicles, and as an item carried with a vehicle on Auto Trains.

DOWNEASTER LAYOVER FACILITY OPENS



BRUNSWICK, Maine, *Trains News Wire* (Edited) - A new \$13 million layover facility opened at the northern terminus of Amtrak's *Downeaster* service in November.

The new 60,000-square-foot facility in Brunswick will enable Amtrak to keep trains at the former Maine Central yard overnight instead of deadheading them from Portland, Maine.

The new facility will mean Amtrak will be able to operate a third train between Brunswick and Boston, the *Portland Press Herald* reports.

The three-track facility is large enough to house three passenger train consists, comprising of a locomotive and six coaches each. The Northern New England Passenger Rail Authority began construction on the facility in October 2015 and unveiled it to the public this past weekend during an open house.

A decade after Amtrak returned to Maine, the *Downeaster* was extended from Portland to Freeport and Brunswick in 2012.



AMTRAKCONNECT

ONBOARD WI-FI NOW 6 TIMES FASTER ON ACELA EXPRESS

WASHINGTON, Nov. 3, 2016, *Amtrak Media Center* - Amtrak *Acela Express* customers can now enjoy vastly improved Wi-Fi service through AmtrakConnect, with increased bandwidth and speeds up to six times faster providing improved, more reliable onboard connectivity at no extra charge.

The newly-implemented Wi-Fi solution involves the replacement of six-year-old technology that has been in service since 2010. The upgraded technology allows Amtrak to incorporate higher-speed train-to-ground backhaul technologies, laying the foundation for further enhancements to the onboard customer experience.

This improvement represents the first phase of Amtrak's multi-year program aimed at providing a next-generation Wi-Fi experience for our customers. With installation of the new onboard Wi-Fi solution complete on *Acela Express* trains, Amtrak is now working to implement the upgrades on the remainder of the Northeast Corridor fleet, including all *Northeast Regional* trains.

The second phase involves continued construction of Amtrak's dedicated trackside wireless network, which could ultimately stretch from Washington, D.C. to Boston and would reduce reliance on cellular-based networks.

Earlier this year, Amtrak expanded the availability of its Wi-Fi service, AmtrakConnectSM, to several eastern long-distance trains including the *Cardinal*, *Crescent*, *Lake Shore Limited* and *Silver Service* as well as the *Auto Train* last fall.

Currently, about 90 percent of Amtrak's customers (or 28 million customers) have access to free onboard Wi-Fi across Amtrak's national network. To see a full list of wireless-enabled train routes and stations across the Amtrak national network, please visit: www.amtrak.com/journey-with-wi-fi-train-station



CONNECTICUT BECOMES FIRST NEW ENGLAND STATE WITH GRADE CROSSING HORNS

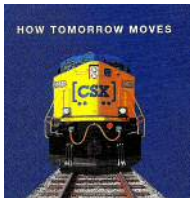
MERIDEN, Conn., Oct. 26, 2016, *Trains News Wire* - On Oct. 24, the Connecticut Department of Transportation announced that Connecticut would become the first state in New England to install automated horn systems, commonly known as wayside horns, at various rail at-grade crossings. Installed as part of the department's noise mitigation efforts along the CTrail Hartford Line, the first horn became operational today at the Cooper Street crossing in Meriden.

Department Commissioner James P. Redeker states, "As we gear up for service launch on the Hartford Line, we are eager to be at the forefront of wayside horn system installation in Connecticut and recognize the benefits it brings to communities along the line."

A wayside horn system consists of stationary horns mounted on poles at active rail at-grade crossing. The system is designed to provide a consistent audible warning to motorists and pedestrians upon the approach of a train to the at-grade crossing. Wayside horns take the place train-mounted horns, which typically are activated up to a half mile in advance of the crossing. By focusing audible warnings toward the roadways approaching at-grade crossings, wayside horns reduce noise associated with railroad at-grade crossings.

The installation of wayside horns helps the department satisfy one of the conditions of the 2012 Environmental Assessment prepared for the New Haven-Hartford-Springfield Rail Program, which requires noise associated with the enhanced rail service to be mitigated near sensitive noise receptors, such as residential neighborhoods, educational institutions and recreational areas.

The CTrail Hartford Line service will provide more frequent, convenient and faster passenger rail service between New Haven, Hartford and Springfield by increasing the number of round trip trains from six daily Amtrak intercity and regional trains to a total of 17 round trip trains to Hartford, and 12 trains per day to Springfield. The majority of the existing rail stations will be replaced and several new stations will be built. The expanded service and new stations are expected to increase ridership, improve the high speed and passenger rail system serving the northeast, expand intermodal transportation options, encourage economic development and create more livable and sustainable communities.



CSX IDLES PORTION OF EK SUBDIVISION, DANTE TERMINAL TO CLOSE IN VIRGINIA

L&N, Clinchfield coalfields feel the brunt of latest cutbacks, C&O to benefit from added traffic

By Chase Gunnoe, Oct. 19, 2016 - *Trains News Wire*
PIKEVILLE, Ky. — As U.S. coal traffic continues to slide, CSX Transportation is cutting further into its vast Appalachian rail network, this time mothballing

portions of a former Louisville & Nashville line in Kentucky.

CSX has shut down an approximately 60-mile section of the EK Subdivision between Calla, Ky., and Jackson Yard in Jackson, Ky. All rail traffic is being funneled via the branch line's connection to former Chesapeake & Ohio rails in Martin Yard near Martin, Ky., sources confirm with *Trains News Wire*.

The EK Subdivision will continue in service from east of Jackson Yard to Hazard, Ky., where a coal customer at Typo, Ky., remains active. The EK Subdivision yard in Ravenna, Ky., is part of the section of track that was idled.

Trains gaining access to Hazard are using the railroad's Big Sandy Subdivision from near Ashland, Ky., south to Martin Yard. Trains will then use the railroad's Elkhorn and Beaver Valley and Rockhouse subdivisions to gain access to customers that remain on the EK Subdivision. All inbound and outbound traffic will use these routes, as opposed to using the western edge of the EK Subdivision.

The EK Subdivision connects to the railroad's CC Subdivision near Winchester, Ky., and runs east toward Ravenna, Hazard, and into former C&O territory. The idled section is a signal-equipped route with a few double-tracked sections and several passing sidings.

The route once served coal customers throughout rural Kentucky. Loaded trains were sent back west to the L&N mainline near Lexington, Ky., for shipment north to Ohio or south to Georgia. Coal was also sent east to Martin for shipment south on former Clinchfield Railroad rails or north on the former C&O Big Sandy Subdivision from Pikeville, Ky., to near Ashland, Ky.

More cuts to an already crippled Clinchfield

In nearby Clinchfield country, CSX is cutting operations at its Dante, Va., terminal. Rail crews that were reporting to Dante to serve a coal mine in nearby McClure, Va., will be shifted to Shelby Yard in Pikeville, Ky. Sources say that the McClure mine will fulfill final contract loadings and then it will be idled. As a result, this will eliminate coal traffic on the far northern end of the Clinchfield Railroad between Elkhorn City and McClure Mine near Dante. Freight traffic remains in service from near Kingsport, Tenn., south to Spartanburg, S.C., on the former Clinchfield mainline.

The latest reconfiguration of rail operations in the coalfields will not result in job losses but will change how rail traffic moves through the coalfields in eastern Kentucky.

CSX, MARYLAND AGREE TO PURSUE HOWARD ST. TUNNEL PROJECT

Oct. 25, 2016, *Progressive Railroading* - Maryland Gov. Larry Hogan and CSX Chairman and Chief Executive Officer Michael Ward have agreed to find a way to expand CSX's 121-year old Howard Street Tunnel underneath Baltimore, state officials announced yesterday.

Hogan and Ward reconfirmed their commitments to make the necessary infrastructure adjustments to allow for double-stacked container trains to move to and from the Helen Delich Bentley Port of Baltimore, according to a press release issued by Hogan's office.

Height restrictions within the tunnel currently prevent double-stacked intermodal trains from accessing the port. That factor puts the port at a competitive disadvantage, as all other major East Coast ports have double-stack rail capacity, according to Hogan administrative officials.

Reconstruction of the tunnel has been discussed for years, but was postponed due to concerns that the project would be "highly disruptive" to the surrounding community, state officials said. Project cost estimates have ranged from \$1 billion to \$3 billion.

However, CSX and the Maryland Department of Transportation (MDOT) have determined that recent advances in construction technology — including a technique that involves lowering the floor and notching the crown of the tunnel — make the project more affordable at \$425 million with minimal impact to the community.

CSX and the state have agreed to provide a combined minimum \$270 million toward the project's cost, with the state seeking federal dollars to fund the remaining amount.

"This transformational critical-infrastructure project will further position the port and existing Maryland businesses for a bright future, as well as help attract new businesses to the state," said Ward. "Additionally, this project will create jobs while helping to make commutes safer and quicker and improving air quality."

Hogan said state officials would reapply for \$155 million in federal FASTLANE funding, a new grant program under the U.S. Department of Transportation. Earlier this year, the Maryland Department of Transportation applied for a grant to modify the existing tunnel, but was denied.

CSX TRAINS COLLIDE NEAR PHILADELPHIA

CHESTER, Pa., Oct. 28, 2016, *Trains News Wire* (Edited) - Two CSX Transportation trains collided Friday morning near Philadelphia. The 8:25 a.m. accident apparently occurred at slow speed, and there unknown injuries to two of four crew members on the trains.



CSX representative Rob Doolittle says three locomotives were leading a train of 64 empty cars from Richmond, Va., to Camden, N.J., when it collided with a CSX train traveling from Quebec, Canada, to

Atlanta, with one locomotive hauling eight loaded intermodal cars. Doolittle says the trains struck at the interlocking between Kerlin Street and Concord Road in Chester. Emergency crews took two railroaders to nearby Crozer hospital for treatment. Doolittle says that out of respect for the crews and their privacy, the railroad will not release further information on their conditions.

Television news photos showed the two lead units with smashed front platforms. One unit was derailed. The engine crews were already outside on the ground when police and EMS personnel arrived on the scene.

"Our priority is always the safety of our employees and the communities we serve. CSX is cooperating fully with local law enforcement to understand

the circumstances of this accident, and the cause remains under investigation," Doolittle tells *Trains* News Wire. "CSX will review any outcomes from this investigation to identify opportunities for future operational improvement."

CSX COO UPDATES EXPECTATIONS FOR FOURTH QUARTER PERFORMANCE

JACKSONVILLE, Fla., Nov. 09, 2016, *CSX Corp. News Release* - CSX Corporation Executive Vice President and Chief Operating Officer Cindy Sanborn updated investors and analysts today at Baird's 2016 Industrial Conference in Chicago regarding the company's expectations for fourth quarter and full-year performance as well as progress on the company's long-term strategy.

"In the fourth quarter, we expect an eight cent earnings per share impact related to costs associated with refinancing near-term debt," Sanborn said. "While we now expect fourth-quarter earnings per share to be down, absent the eight-cent impact, the company's earnings remain consistent with its prior guidance of flat to slightly down from the prior year."

Sanborn highlighted the ongoing dynamic business environment, including the company's expectations that volume will be roughly flat on a reported basis, which includes an extra accounting week in the fourth quarter this year. Strong cost performance is helping to offset those challenges to deliver solid financial performance throughout the year. Through the third quarter, CSX has delivered about \$550 million in cost savings through both efficiency initiatives and volume-variable savings. These savings reflect aggressive actions related to three of the company's major cost drivers – labor, fuel and assets – with gains in train length and crew savings, record fuel efficiency, and improved locomotive productivity and asset reliability. At the same time, CSX is achieving these efficiency improvements while delivering safe, reliable service that meets or exceeds customer needs.

CSX continues to focus longer-term on transforming the company into the CSX of Tomorrow as it transitions away from coal and toward more service-sensitive merchandise and intermodal markets. The foundation of that transformation is employee and customer excellence that supports shareholder value creation. At the same time, the company continues to transform its network by redeploying investment from the coal network and other lower density lines to the higher-density outer triangle of the network to drive service efficiency and growth, with investments in longer sidings, technology and intermodal services to maximize new business opportunities. Technology is supporting CSX becoming a highly-automated railroad, to further improve safety, resource efficiency and service. Together, these initiatives drive service excellence for customers, which enables growth and enhances the company's ability to achieve pricing that reflects the value of its service product. Combined, this strategy is furthering CSX's progress toward achieving a mid-60s operating ratio longer-term.

CARLOAD EXPRESS NEW RAILROAD, DELMARVA CENTRAL, FILES WITH STB TO OPERATE

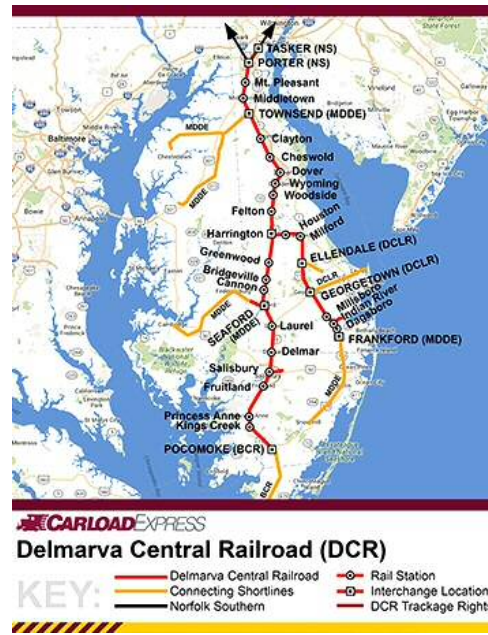
Nov. 18, 2016, *Trains* News Wire & *Delmarva Central Railroad* - The Delmarva Central Railroad on Nov. 18 filed with the Surface Transportation Board to lease 162 miles of Norfolk Southern line on the Delmarva Peninsula. Operations are expected to begin in December.

The new short line is the fourth for Carload Express, based in Oakmont, Pa. The new operation will double the mileage under the company's control.

Carload Express officials were not available for comment, citing a non-disclosure agreement with Norfolk Southern. However, the company's press release says the new line will employ 30 people. The company also recently added 17 locomotives to bring its fleet to 46 units.

Carload Express CEO Russell Peterson called the new railroad "an exciting opportunity" to expand the line's commodity base of agricultural products and aggregates.

"Our team is eager to serve our new customers, create new jobs for local



residents and support the economic development of the region," Russell said.

The Delmarva Central will operate on a former Pennsylvania Railroad line from Porter, Del., near Newark, to Pocomoke City, Md., with a branch from Harrington to Frankford, Del. Headquarters for the railroad will be in Harrington. Freight operations will be based out of Harrington, Seaford

and Delmar.

The railroad will connect with three other short lines on the peninsula, the Maryland and Delaware Railroad based in Federalsburg, Md., the Delaware Coast Line Railroad in Georgetown, Del., and the Bay Coast Railroad in Cape Charles, Va.



NORFOLK SOUTHERN REPORTS THIRD-QUARTER 2016 RESULTS

NORFOLK, Va., Oct. 26, 2016, *Norfolk Southern Corp. News Release* - Norfolk Southern Corporation today reported financial results for third-quarter 2016. Net income was \$460 million, 2 percent higher compared with \$452 million during the same period of 2015. Diluted earnings per share were \$1.55, 4 percent higher compared with \$1.49 per diluted share earned in the third quarter last year.

"Our continued focus on efficiency and asset utilization, balanced with our commitment to customer service, drove an operating ratio of 67.5 percent for the quarter and a record 68.7 percent for the first nine months, setting us well on the way to achieving productivity savings of about \$250 million and an operating ratio below 70 percent for the year -- even in the face of economic headwinds," said Chairman, President and CEO James A. Squires. "As we move forward, we are well positioned for growth opportunities longer term and confident in our ability to drive shareholder value."

Third-quarter summary

- Railway operating revenues were \$2.5 billion, down 7 percent compared with third-quarter 2015, due to reduced volumes and lower fuel surcharge revenues. Overall volume declined 4 percent to 1.9 million units for the quarter.
- General merchandise revenues were \$1.6 billion, 4 percent lower than the same period last year. Volume declined 4 percent, due to fewer crude oil, vehicles, pulpboard, and feed market shipments. The five merchandise commodity groups reported the following year-over-year revenue results:
 - o Chemicals: \$408 million, down 10 percent
 - o Agriculture: \$380 million, even
 - o Metals/Construction: \$337 million, up 2 percent
 - o Automotive: \$236 million, down 4 percent
 - o Paper/Forest: \$191 million, down 6 percent
- Intermodal revenues were \$575 million, 7 percent lower compared with

third-quarter 2015. Volume declined one percent due to lower Triple Crown Services volume, a result of last year's restructuring. Domestic volume, excluding Triple Crown Services, and International volume were up 8 percent and one percent, respectively.

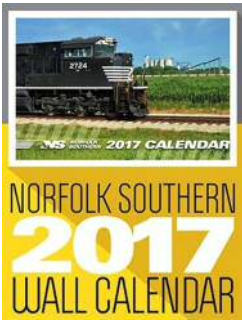
- Coal revenues were \$397 million, 18 percent lower compared with the same quarter last year. Above-normal stockpiles and low natural gas prices combined to decrease volume by 15 percent.

- Railway operating expenses declined 10 percent to \$1.7 billion, primarily due to targeted expense reduction initiatives, reduced fuel expenses, the absence of last year's restructuring costs, and gains from the disposition of operating property. These decreases were partially offset by higher incentive compensation expense related to improved operating results.

- Income from railway operations was \$820 million, flat compared with third-quarter 2015.

- The composite service metric, which measures train performance, terminal operations, and operating plan adherence, improved 8 percent in the quarter, and 14 percent for the first nine months, compared with the same periods last year.

- The railway operating ratio, or operating expenses as a percentage of revenue, was 67.5 percent, a 220 basis point improvement compared with 69.7 percent in the third quarter of last year.



NORFOLK SOUTHERN 2017 CALENDAR

The official 2017 Norfolk Southern Corp. wall calendar features color photographs taken by railroaders from around Norfolk Southern's 20,000-mile system. From heritage locomotives to intermodal and special loads – there's something for everyone who enjoys railroading scenes from the Thoroughbred of Transportation. The 11 x 16.5-inch calendar is pre-punched for easy handling. Perfect for holiday gift-giving.

Price of \$12.99 includes shipping, handling, and applicable tax. Allow 7 to 10 business days for delivery. To order by credit card (Visa, American Express, MasterCard), call toll-free 9 to 5, 800-264-4394. Or, send a check or money order to: Norfolk Southern Calendar, c/o Nyberg Fletcher & White, 801 Cromwell Park Dr., Suite 100, Glen Burnie, MD 21061.



READING & NORTHERN REPORTS 15% GROWTH

Nov. 4, 2016, *Railway Age* - Despite a soft market for anthracite coal, Reading & Northern reported on November 4 that its freight traffic has grown over its record-setting 2015 base: Merchandise traffic (non-coal) is up almost 15%. Its passenger excursion business, which saw a record 100,000 visitors in 2015, is also running 15% ahead of last year's pace.

In order to handle this traffic growth Reading & Northern says it has embarked on a significant program of capital expenditures and hiring.

In the last 60 days, Reading & Northern added six locomotives to its fleet bringing the total active locomotives to 36. They acquired four EMD MP15 locomotives at a Norfolk Southern auction. These locomotives are 1500 horsepower four axle locomotives and will be immediately used in freight service. This is the first of these type to be added to the roster. Reading & Northern also added two additional EMD GP39RNs. These locomotives are 2500 horsepower four axle locomotives, which brings the total of this type of locomotive to six. These locomotives will primarily be used in passenger excursion service.

To handle anticipated future growth in its anthracite business Reading & Northern just closed on a deal to purchase 156 used steel open-top hopper cars. This acquisition brings the total car fleet to 1179 cars: open-top and covered hoppers, flat cars, box cars and gondolas.

Its Maintenance of Way forces have been busy upgrading our railroad to handle more traffic at higher speeds. In addition, they completed major track projects at two new Reading & Northern freight customers, with expected growth of excess of 1000 cars a year. This is in addition to a track project for another customer earlier in 2016. Its MOW forces are also installing 15,000 ties, 10,000 feet of new rail, constructing 10,000 feet of new sidings, surfacing 89 miles of track, and additional 15 miles of signal system of previously un-signalized territory. These upgrades are the start of an extensive upgrade to reinstall over 100 miles of a Centralized Traffic Control signal system remotely controlled from its Port Clinton dispatch center at an estimated cost of over 10 million dollars.

They also announced hiring of over 20 full-time freight railroad employees to assist in handling all of the traffic. During this past decade, Reading & Northern reports it has doubled its workforce.



NJ TRANSIT BUDGET INCLUDES STATION, ROLLING STOCK IMPROVEMENTS

NEWARK, N.J., Oct. 27, 2016, *Trains News Wire*

NJ Transit adopted an operating and capital budget for 2017 valued at more than \$3.79 billion, the agency announced Oct. 26.

Two-thirds of the combined budget, or about \$2.1 billion, will go to operating expenses during fiscal year 2017 and the remaining \$1.68 billion will go into infrastructure improvements across the system, says NJ Transit Executive Director Steve Santoro.

"The operating and capital budgets represent balanced, fiscally-sound spending plans, which keep fares stable and allows for the critical investments needed as we continue our commitment to safety," Santoro says.

Nearly half of the operating budget comes from fares and the rest comes from the state and federal governments. The capital improvement budget will go to installing positive train control, repairing bridges and stations, and upgrades to NJ Transit's busiest route, the Northeast Corridor. The budget includes \$105 million for rolling stock improvements and \$422 million for projects to protect the rail system in the event of extreme weather. It will also help fund continued work on NJ TransitGRID, an electrical micro-grid capable of supplying power to the rail system when the centralized power grid is compromised.

NJ TRANSIT OFFICIALS SAY THEY HAVE SECURED NEEDED PTC RADIO SPECTRUM

NEWARK, N.J., Oct. 26, 2016, *Trains News Wire* - NJ Transit continues to advance its implementation of positive train control in order to meet the 2018 deadline with the lease authorization of radio spectrum. The approval of the lease authorization on by NJ Transit's board of directors allows NJ Transit to execute a lease agreement with the Metropolitan Transportation Authority for the last component of radio spectrum needed for NJ Transit's PTC system.

NJ TRANSIT will lease the 218-megahertz radio frequency spectrum from the MTA for a period of 50-years, at a total cost not to exceed \$725,000. The authorization will allow for the acquisition of the needed spectrum for the northern and eastern portions of NJ Transit's system.

The radio spectrum provides the wireless link, which allows information to pass between the rail vehicles and wayside equipment, ensuring that the onboard PTC system is getting the most accurate and up to date safety data. NJ Transit must have its own radio bandwidth or spectrum so transmissions do not overlap or interfere with any others in the region.

In April 2016, NJ Transit's board authorized the purchase of radio frequency spectrum from PTC-220 LLC for the southern, central and western portions of the NJ Transit system.

In addition to acquiring the needed radio frequency spectrum, NJ Transit is also in the process of securing the hardware and software components of the PTC system including thousands of transponders and 124 radio "towers" along 326 route miles in addition to the radios and antenna

equipment for 440 locomotives, electric multiple unit trainsets and cab cars. Positive train control is a federally mandated train control technology designed to prevent train-to-train collisions, over-speed derailments, incursions into work zone limits and train movements across switches in the wrong position. As part of that requirement, the PTC systems must maintain interoperability between commuter rail, freight and Amtrak trains and their associated wayside components.

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

PANYNJ COMMITS TO \$300-MILLION LOAN FOR PORTAL NORTH BRIDGE REPLACEMENT

Oct. 21, 2016, **Railway Track & Structures** - A key project in the Gateway Program, the Portal North Bridge, is moving forward with a financial commitment from the Port Authority of New York and New Jersey's (PANYNJ) Board of Commissioners.



**THE EXISTING PORTAL BRIDGE WAS BUILT IN
1910 - AMTRAK PHOTO.**

The board authorized more than \$300 million toward a low-cost federal loan for the Portal North Bridge, which is a critical component for trains into and out of New York City. The funds authorized will fund debt service on a \$284 million loan and \$18 million in loan expenses to pay for the new bridge.

The agreement will cover the principal, interest and related costs of low-interest federal loans obtained by the Gateway Program Development Corporation (GPDC) for a portion of the local share of the estimated \$1.5 billion cost of replacing the existing Portal Bridge. PANYNJ will not be responsible for cost overruns of the project. Payments made by PANYNJ to GPDC, to be spread over 35-40 years, will support the repayment of up to \$284 million in federal loans from the Railroad Rehabilitation and Improvement Financing Program and/or the Transportation Infrastructure Financing Act Program. The GPDC, which is in the process of being incorporated, will be responsible for advancing the Portal North Bridge, along with the Hudson Tunnel Project to create a second rail tunnel between Midtown Manhattan and New Jersey.

The obsolete 106-year-old structure, which spans the Hackensack River, handles 450 New Jersey Transit and Amtrak trains and more than 200,000 passengers each day. The bridge's frequent mechanical failures interrupt service on the Northeast Corridor, cutting off New York from a vast portion of the nation's passenger rail network. The planned bridge project already is fully permitted with construction starting as early as 2018, an early part of the overall program of adding a second rail tunnel between New Jersey and Midtown Manhattan.

Earlier this year, PANYNJ authorized \$35 million, in addition to \$35 million from Amtrak, in funding for critical preliminary engineering work for the Hudson Tunnel Project, which is widely regarded as the nation's most The new bridge is an early element of the Gateway Program's Phase 1, which also includes the Hudson Tunnel Project and the completion of the Hudson Yards Concrete Casing in Manhattan's West Side. The entirety of Phase 1 has been accepted into the "New Starts" grants pipeline and is expected to receive billions of dollars in federal funds as a result.



SEPTA MARKS REPLACEMENT OF CRUM CREEK RAIL BRIDGE

Oct. 24, 2016, **Progressive Railroading** - The Southeastern Pennsylvania Transportation Authority (SEPTA) late last week held a ceremony to mark the completion of the Crum Creek viaduct replacement project in Delaware County, Pa.

The agency used funds from Act 89 — Pennsylvania's transportation funding bill — to pay for the project.

The new 735-foot steel and concrete viaduct is composed of five long spans, four piers and two abutments that replaced 17 simply supported steel spans. Crews built new bridge abutments in front of existing ones.

Halfway through the 11-week replacement project, workers slid the new "superstructure" into alignment, SEPTA officials said in a press release.

The viaduct is used by Media/Elwyn Line commuter trains. The original structure was built in 1895 and acquired by SEPTA from Conrail in 1983.



**A SEPTA COMMUTER TRAIN TRAVELS ACROSS THE
CRUM CREEK VIADUCT. SEPTA PHOTO**

"Less than three years ago, SEPTA was faced with the possibility of discontinuing Media/Elwyn Line service due to a lack of capital funding to address our critical infrastructure needs along this line," said SEPTA General Manager Jeffrey Kneuppel. "With funding made possible by Act 89, we were able to address critical infrastructure projects on this line, create

and support jobs and ensure that this major transportation artery will continue to serve the Delaware County community and the region."

SEPTA resumed Media/Elwyn line service across the bridge last month.

The Pennsylvania Legislature passed Act 89 in November 2013. The law enabled SEPTA to carry out a slew of capital improvement projects throughout its system, agency officials said.

SEPTA made several other improvements to the Media/Elwyn Line with Act 89 funds, including overhauls of the century-old Cobbs Creek, Darby Creek and Ridley Creek viaducts. Agency crews now are replacing the catenary system along the line.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN DECEMBER

Dec. 15, 1902 - Snow collapses roof of West Philadelphia roundhouse; 22 injured and 17 locomotives damaged.

Dec. 27, 1907 - Pemberton local rear-ends Atlantic City express waiting to enter Camden Terminal in dense fog at 8:30 AM; local telescoped and boiler burst, flooding wreckage with steam; 4 killed, 21 injured.

Dec. 4, 1912 - PRR Board appoints special committee to consider proposition of Atlantic Coast Line Company to sell Atlantic Coast Line Railroad to PRR.

Dec. 28, 1917 - United States Railroad Administration (USRA) assumes operation of all U.S. railroads at 12:00 noon; control for accounting purposes begins Jan. 1, 1918.

Dec. 1922 - PRR introduces "green cap" messengers at Penn Station to match a service offered by the NYC at Grand Central Terminal.

Dec. 31, 1927 - LIRR places automatic train control in service between Jamaica and Babylon.

Dec. 14, 1932 - PRR Board makes appropriation for electrification: B Tower to Wilmington, ARSENAL to West Chester, D1 Tower at Mantua to Olden Avenue, Trenton, the freight line between ARSENAL and 52nd Street, and Philadelphia to Phoenixville.

Dec. 5, 1937 - STATE Interlocking placed in service controlling the east end of the Harrisburg station trackage and replacing V, DO, and FH Towers.

Dec. 30, 1942 - PRSL Board authorizes applying to abandon the Sea Isle City Branch between 51st Street, Ocean City, and Sea Isle City (6.42 miles).

Dec. 10, 1947 - PRR begins train telephone service on Broadway Limited

between New York and Harrisburg.

Dec. 9, 1952 - PRR announces it will run 250 extra trains during the Christmas rush period.

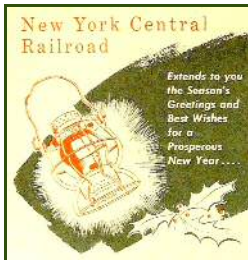
Dec. 30, 1957 - Press discovers that PRR has leased 175 new locomotives from EMD and 50 from ALCO instead of purchasing through equipment trusts; PRR refuses to disclose further information. *(Under leasing plans, payments can be treated as an operating expense, not a fixed charge, thus creating the illusion of lower company debt - Ed.)*

Dec. 5, 1962 - Last run of "Pony Express" race track specials between Philadelphia and Garden State Race Track in Cherry Hill, N.J.

Dec. 17, 1967 - "Metroliners" Nos. 800 & 802 and a 5-car train of old MP54 MU cars are tested at relative passing speeds ranging from 80 to 175 MPH; a total of 21 windows are sucked out of the MP54's by the slip stream, and 5 of the outer windows of the "Metroliners" are broken by flying glass.

Dec. 29, 1972 - Last run of PRSL passenger service between Wildwood Jct. and Wildwood, N.J.

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



Timetable 12-16

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

SANTA AND CHRISTMAS TRAINS

Allentown & Auburn - 570-778-7531 - www.allnrr.com

Cape May Seashore Lines - www.capemayseashorelines.org

Colebrookdale Railroad - 866-289-4021 - www.colebrookdalerailroad.com

Lehigh Gorge Scenic Railway - 610-562-2102 - www.lgsry.com

Middletown & Hummelstown - 717-944-4435 - www.mhrrailroad.com

New Hope & Ivyland Railroad - 215-862-2332 - www.newhoperrailroad.com

Railway Restoration Project 113 - 570-544-8300 - www.rrproject113.org

Steam Into History - 717-942-2370 - www.steamintohistory.com

Steamtown National Historic Site - 570-340-5204 - www.nps.gov/stea

Stewartstown - 717-746-8123 - www.stewartstownrailroadcompany.com

Strasburg Rail Road - 1-866-725-9666 - www.strasburgrailroad.com

West Chester Railroad - 610-430-2233 - www.westchesterr.com

Wilmington & Western Railroad - 302-998-1930 - www.wwrr.com

Saturday, Dec. 3, 2016

Philadelphia Chapter, PRRT&HS meeting at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa. Modeler's Presentation: Modeling Pennsy Freight Trains by Gus Minardi; Feature Presentation: 16mm film, Diesels Roar on the Pennsy by Mitchell Dakelman. Info: www.philaprths.com

Saturday & Sunday, Dec. 3-4, 2016

Open House at the Schuylkill Valley Model Railroad Club, 400 South Main Street, Phoenixville, Pa. 19460. Info: www.svmrr.com or 610-935-1126.

Saturday & Sunday, Dec. 3-4, 2016

Ocean City Train Show at the Ocean City (NJ) Sports & Civic Center, 6th & Boardwalk. 10am – 5pm Saturday and 10am – 4pm Sunday. Admission is \$3 for adults and \$1 for children. For more information call 609-399-6111.

Saturday & Sunday, Dec. 3-4, 2016

Greenberg's Train and Toy Show at the Maryland State Fairgrounds, 2200 York Rd., Timonium, Md 21093. Info: <http://trainshow.com/timonium12/>

Saturday & Sunday, Jan. 7-8, 14-15, 21-22, 2017

Open House at the Schuylkill Valley Model Railroad Club, 400 South Main Street, Phoenixville, Pa. 19460. Info: 610-935-1126.

Saturday, Jan. 14, 2017

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

Saturday & Sunday, Jan. 14-15, 2017

Greenberg's Train and Toy Show at the Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA 19456. Info: <http://trainshow.com/oaks/>

Saturday & Sunday, Jan. 28-29, 2017

Amherst Railway Society Railroad Hobby Show at the Eastern States Exposition Fairgrounds, 1305 Memorial Ave., West Springfield, Mass. 01089. Info: <http://www.railroadhobbyshow.com/index.php>

Saturday & Sunday, Feb. 4-5, 2017

Great Scale Model Train and Railroad Collectors Show & Railroad Marketplace at the Cow Palace, Maryland State Fairgrounds, 2200 York Rd. Timonium, Md 21093. Info: www.gsmts.com

Saturday, Feb. 11, 2017

Philadelphia Chapter, PRRT&HS meeting at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa. Info: www.philaprths.com

Saturday & Sunday, Feb. 25-26, 2017

Spring Thaw Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 N. 17th St., Allentown, Pa.. Info: www.allentowntrainmeet.com

Saturday & Sunday, Mar. 11-12, 2017

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

Friday & Saturday, March 24-25, 2017

East Coast Large Scale Train Show at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: <http://www.eclsts.com/about-the-show.html>



**ROUTE 741 EAST
STRASBURG, PA**

[WWW.RRMUSEUMPA.ORG](http://www.rrmuseumpa.org)

717-687-8628

Saturday, Dec. 3 & 10, 2016 - Christmas With The Conductor

Saturday, Dec. 3 & 10, 2016 - Home For The Holidays



Smithsonian Affiliate

**RAILROAD MUSEUM OF
PENNSYLVANIA BECOMES A
SMITHSONIAN AFFILIATE**

STRASBURG, Pa., *Trains* News Wire (Edited) - The Railroad Museum of Pennsylvania is now a Smithsonian Institution affiliate.

To celebrate the new association, the museum hosted a ceremony on Friday, Nov. 4, announcing its new status as a Smithsonian affiliate museum. The Railroad Museum of Pennsylvania is now the first Smithsonian Affiliate museum within the state's Pennsylvania Historical & Museum Commission, the 11th within the Commonwealth of Pennsylvania, and the 215th within the United States.

RAILROAD MUSEUM DEDICATES COSMETICALLY RESTORED PENNSYLVANIA 4-4-2

STRASBURG, Pa., *Trains* News Wire (Edited) - The Railroad Museum of Pennsylvania dedicated the restored, historic Pennsylvania Railroad E6s Atlantic steam locomotive No. 460 at a ceremony on Saturday, Nov. 5 during the Museum's Trains and Troops event. Various volunteers and staff who worked on the engine's restoration were on hand at the ceremony.

The nonprofit Friends of the Railroad Museum of Pennsylvania contributed \$370,000 toward the six-plus year-long restoration of this last-of-its-kind

engine, including more than \$120,000 from its general fund and more than \$250,000 in funds raised from interested individual, group, and corporate donors who donated specifically toward this project. Generous gifts for No. 460's restoration were received from Caroline Steinman Nunan, the Pennsylvania Railroad Technical & Historical Society and Michael Wingard.

According to historic site administrator/director Jeffrey Bliemeister, No. 460 will now be on display in the Railroad Museum of Pennsylvania's 100,000-square-foot rolling stock hall. The engine is slated to be the centerpiece among five other Pennsylvania Railroad steam locomotives in the museum's planned-for but yet to be built, roundhouse.



Built in 1914 by the Pennsylvania Railroad in its Juniata Shops in Altoona, Pa., No. 460 is the sole survivor of the fleet of 83 Pennsylvania E6 Atlantic-type locomotives. Lightweight yet powerful, No. 460 enjoyed a long and colorful career

running on such distinguished trains as the *Broadway Limited*, spent most of World War II working on the Pennsylvania Railroad's Atlantic Division and was finally retired from service in 1955. No. 460 is listed on the National Register of Historic Places and is part of the famed Pennsylvania Railroad Historic Collection.

About 29,000 man-hours were expended by paid staff, museum volunteers, temporary workers, and outside contractors to restore No. 460 to its 1950s appearance. Prior to most of the tasks undertaken to restore No. 460, the engine was part of an asbestos abatement project, had all its lead-based paint removed through sponge blasting and was rust-remediated to stabilize the piece.

The comprehensive, cosmetic restoration of No. 460 included but was not limited to the repair, or replacement of, pipe lagging, boiler jacket, back head jacket, drive rods, bearings and drive boxes. Also, wood doors, windows, cab liner, cab flooring and cab seats were replaced and installed and the interior cab lights, and all exterior front and rear headlights and marker lights were rewired. Primer and two coats of finish paint were applied and the cab and tender were re-lettered.

More than 89 years ago — on June 11, 1927 — U. S. President Calvin Coolidge made aviator Charles A. Lindbergh a colonel during a ceremony following Lindbergh's non-stop solo flight from Long Island, N.Y., to Paris. Several newsreel companies filmed the ceremony as it took place on the steps of the U. S. Capitol in Washington, D.C., and flew the film to New York to be processed and rushed to theaters. The International News Reel Company sent their footage by train.

The Pennsylvania Railroad selected E6 locomotive No. 460 to pull that train, complete with a special B60 baggage car outfitted with a darkroom. While the film was being processed on board the train, No. 460 covered the 216 miles to Manhattan Transfer in an amazing 174 minutes. During the trip, the train attained speeds in excess of 100 mph. Although the airplane landed before the train arrived, the International News Reel Company's film was ready for theatres when it reached New York. The footage was rushed to movie theatres in a fleet of taxicabs, scooping the rival newsreel company. Since that time, No. 460 has been known as the *Lindbergh Engine*.



STRASBURG RAIL ROAD SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Saturday & Sunday, Dec. 3-4, 10-11, 17-18, 2016 - Santa's Paradise Express

Thurs. & Fri., Dec. 1-2, 8-9, 15-16, 2016 - The Night Before Christmas Train

Saturday, Dec. 3, 2016 - Christmas Tree Train departs at 9 AM, 12:30 PM

Monday-Saturday, Dec. 26-31, 2016 - Steam trains depart at 12, 1 and 2 PM

NOVEMBER, 2016

CHAPTER MEETING MINUTES

There are no Regular Chapter Meeting Minutes to report. The Annual Chapter Banquet superseded the Regular Chapter Membership Meeting.



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS

CENTRAL TERMINAL IN THE RUNNING FOR A NEW BUFFALO AMTRAK STATION

BUFFALO, N.Y., Oct. 28, 2016, *Trains* News Wire (Edited) - A growing consensus says it is time for a modern train station in Buffalo although among the many unanswered questions is whether returning to the long-vacant Central Terminal may be the way to go.



**BUFFALO'S CENTRAL TERMINAL IS A POTENTIAL SITE FOR THE
NEW AMTRAK STATION - PHOTO BY DEREK GEE, THE BUFFALO
NEWS.**

The *Buffalo News* reports U.S. Sen. Chuck Schumer, D-N.Y., is trying to gather state, local and Amtrak officials in one room in Washington to get the project moving.

"I will use my clout to get the money, but we need a community consensus where it should be," Schumer tells the *News*. So far only

\$25 million for a station has been set aside by the New York State Department of Transportation.

Past discussions mention several sites including those where needed east-west and north-south trackage is problematic. Amtrak *Empire Service* trains and the *Lake Shore Limited* and *Maple Leaf* call at Depew, N.Y., in suburban Buffalo. Exchange Street station in downtown Buffalo serves *Lake Shore* and *Empire* trains, but was an outdoor-only platform for a time this fall after the waiting-area roof collapsed in a heavy rainstorm.

Amtrak vacated the classic art deco Central Terminal opened in 1979. The building opened in 1929. The *News* reports the developer is planning mixed uses for the property with its 17-story office tower and would welcome Amtrak.

"This is the right place for the train station, and we're offering a free station, essentially," Canadian developer Henry Stinson tells the *News*.

"What better budget could you offer people? It's a built train station with tracks.

"We think it's the perfect marriage of the space, and the timing is right."



THIS MONTH'S BANNER PHOTO

The Pennsylvania Railroad's first GP9, No. 7000, in service on the Cape May Seashore Lines at Richland, N.J. on a snowy day in December, 2009.

CHAPTER SENIORITY LIST

Traditionally, railroads recognize an employee's years of service milestones. The National Railway Historical Society also honors this tradition. At the Annual Chapter Banquet on November 18, 2016, NRHS National Vice President Joe Maloney awarded service pins to the following Chapter Members, who have achieved a significant membership milestone.

25 YEARS

Harold L. Shaak, Jr.

Helen Shaak

Congratulations and sincere thanks for your many years of loyal membership.



CHRISTMAS HOLIDAY

OPEN HOUSE WEEKEND

CHRISTIANA FREIGHT STATION, DECEMBER 17-18, 2016

LANCASTER CHAPTER, N.R.H.S., WILL HAVE A SALES TABLE FOR THE OPEN HOUSE WEEKEND

DAILY SCHEDULE

SATURDAY, DECEMBER 17 - 3:00 PM TO 8:00 PM

FAMILY CHILDREN'S PARTY - 3:00 PM TO 5:00 PM

TRAIN DISPLAYS, VISIT FROM SANTA, CHILDREN'S ACTIVITIES, FREE HOT DOGS AND DRINKS FOR CHILDREN

HAY RIDES STARTING AT 5:00 PM

LANCASTER CHAPTER, NRHS SALES TABLE - PURCHASE LAST MINUTE GIFTS

POPCORN - HOT DOGS - SNACKS - DRINKS WILL BE AVAILABLE

SEE CHRISTIANA BOROUGH'S ANNUAL "LIGHT UP CHRISTMAS" CHRISTMAS LIGHTING CONTEST

HAY RIDES AROUND TOWN SPONSORED BY THE CHRISTIANA LIONS CLUB

SUNDAY, DECEMBER 18 - 1:00 PM TO 5:00 PM

FREIGHT STATION DECORATED FOR CHRISTMAS - TRAIN DISPLAYS

POPCORN - SNACKS - DRINKS WILL BE AVAILABLE

LANCASTER CHAPTER, NRHS SALES TABLE - PURCHASE LAST MINUTE GIFTS

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"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

DECEMBER 1, 2016 - THURSDAY, 7:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS DECORATING

Decorate the Freight Station and Christmas Tree for the Holiday Open House and Christmas. Bring your favorite Train Ornament to hang on the tree. This is a fun-filled activity to usher in the Holiday Season.

DECEMBER 17, 2016 - SATURDAY, 3:00 PM - CHRISTIANA FREIGHT STA. - CHRISTIANA CHRISTMAS PARTY

The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Borough Christmas light displays - a fun-filled evening for the entire family!

DECEMBER 18, 2016 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS OPEN HOUSE

Open House from 1:00 PM to 5:00 PM. Enjoy the Station decorated for Christmas, popcorn, train layout and holiday displays.

DECEMBER 19, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS PARTY

Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit! No business meeting - just food, fun and holiday merriment! We have the Santa Claus Seal of Approval!

JANUARY 16, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - HOLIDAY STATION CLEAN-UP

Clean up the Station from the Christmas Open House and holiday festivities. No program or speaker - just mops and brooms! No February Meeting - the first Regular Membership Meeting of 2017 will be on SUNDAY, March 19, 2017, starting at 2:00 PM.

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



ODD-JOB OZZIE A CHRISTMAS EVE SAGA BY RAY THOMPSON



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MEMBERSHIP MEETING NOTICE

THE ANNUAL CHRISTMAS PARTY OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, DECEMBER 19, 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



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