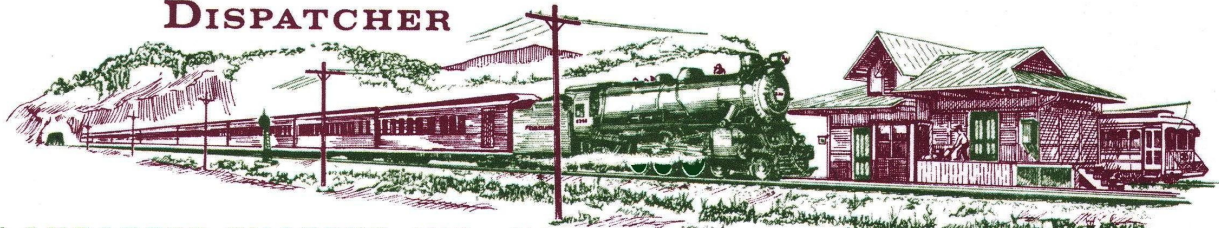


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VOLUME 23
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TRANSPORTATION HISTORY IS MADE
(See Page 13)



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2018-2019, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 15, 2018 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 15 meeting, or by placing your name in nomination by writing, before October 1, 2018 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

NOTE: Any candidate for office, whether nominated in advance or at the Regular Chapter Membership Meeting must give his/her consent, in writing, to be a nominee.



NEW YORK PENN STATION FALL UPDATE: A DISAPPEARING INFORMATION BOOTH AND PLATFORM UPGRADES

NEW YORK CITY, Sept. 4, 2018, Trains News Wire - New York Penn Station changes this autumn will largely be above track level. In a media call on Tuesday, Amtrak's Chief Operating Officer Scot Naparstek and Janet

Campbell-Lorenc, senior director of the Northeast Corridor Service Line, reviewed changes that were made over the summer, and what will be happening this fall.

For Empire Service, the three-month cessation of service on the Empire Connection saw two primary improvements: a post-Sandy remediation of the connecting tunnel at Penn Station in concert with electrical and mechanical work on the Spuyten Duyvil Bridge. The 10-mile stretch between the two received 80,000 feet of welded rail replacement, along with tie replacement and environmental clean-up. All Empire Service trains are running to and from Penn Station.

A newly revitalized track 19, used by the Long Island Rail Road, was placed into service on July 23, with new ballast, new track and three new turnouts. Naparstek and Campbell-Lorenc also reviewed an improvement schedule for the next three months, which will add construction noises to the usual concourse level din for travelers, but few train delays.

JO Tower trackage and crossovers, just east of tracks 11 and 12 will be worked on weekends between Sept. 21 and Dec. 17. In a prelude to the Moynihan Station opening, platforms 3 to 8, encompassing tracks 5 to 16 will be worked on to ensure better passenger circulation and information during the fall, with platforms 1, 2, 9, 10, and 11 to be worked on later, which will cover all 21 tracks in Penn Station. Above, autumnal changes will see the stand-alone Seventh Avenue Rotunda information booth torn down. That function will exist in a revised ticketed waiting area. A long-unused entrance will re-open to the Rotunda as well as the train gate side. Another fall project will be a revitalized Club Acela, enlarged and modernized. The club will be closed during the reconstruction, with some of the functions available at the ticketed waiting room during this time.

Year-end promises to be interesting, as a 5-year plan for the Penn Station Complex nudges closer to implementation. Naparstek noted that a high-level plan has been drafted and submitted to partners for review and revision, and should be confirmed by all in the near-term. Once approved, the future of the Penn Station Renewal will be fully-defined.

Lastly, Campbell-Lorenc was asked if the 75 diesel locomotives that will be ordered by the end of the year will be dual-powered for Empire Service. She said that they will not be.

CHICAGO UNION STATION 'ABOMINATION' SCRAPPED

CHICAGO, Aug. 31, 2018, Trains News Wire - A plan to remake historic Chicago Union Station by topping it off with a modern glass-and-steel box that some critics described as “an abomination” has been scrapped, according to a Chicago alderman.

The seven-story vertical addition containing apartments and a hotel “was deemed unacceptable by the community and the Alderman due to architectural and traffic concerns,” according to an announcement from the office of Brendan Reilly, whose 42nd Ward encompasses the station.

“As a result, the development team decided to completely revise their vision for the project,” the announcement stated.

The plan for the \$1 billion project was unveiled in June at a meeting in Union Station’s Burlington Room by John O’Donnell, the CEO of Riverside Investment & Development.

Amtrak, which owns Union Station, selected Chicago-based Riverside and Convexity Properties in May 2017 to redevelop the station and surrounding property.

Reilly announced that Riverside and Convexity would present revised plans for Union Station at a Sept. 11 meeting, and that the public could have a “direct dialogue with the development team.”

Amtrak would not comment on the project. Spokesman Marc Magliari referred *Trains News Wire* to Reilly’s office, Riverside and a public relations firm for comment on the scrapping of the plans.

Amtrak would “not offer a characterization” on Riverside’s plan, Magliari said.



ONE VIEW OF THE FORMER PLAN TO REDEVELOP CHICAGO UNION STATION - NOW SCRAPPED DUE TO NEGATIVE PUBLIC INPUT. PHOTO: RIVERSIDE INVESTMENT & DEVELOPMENT VIA AMTRAK

But critics of the proposal outnumbered the fans by an overwhelming margin. As reported by *News Wire*, the modern addition atop the neoclassical head house has been lambasted in newspaper pages, on blogs, and on social media.

Union Station, with its multi-columned exterior, was completed in 1925. It was designed by Daniel Burnham and successor firm Graham,

Anderson, Probst & White.

The Riverside plan called for the proposed glass structure to contain 404 apartments. Below, in the existing building, 330 hotel rooms would be built. Architecture critics said the two designs were incongruous. Blair Kamin, Pulitzer Prize-winning architecture critic for the *Chicago Tribune*, said the addition has “none of the grandeur of Union Station (but) all the grandeur of a Holiday Inn.”

On the Facebook page *Chicago Railroad Historians*, the oft-repeated comment was “an abomination.”

One commenter said it was “Putting a streamlined dome on a heavyweight Pullman.”

AMTRAK ANNOUNCES CANCELLATIONS, SCHEDULE CHANGES BECAUSE OF HURRICANE

NEW YORK, Sept. 11, 2018, Trains News Wire - Amtrak will cancel much of its service in the southeastern U.S. and modify other schedules beginning Wednesday, in anticipation of the arrival of Hurricane Florence.

The following trains have been cancelled Wednesday, Sept. 12, through Sunday, Sept. 16:

- The Lorton, Va.-Sanford, Fla. *Auto Train*;
- The New York-Miami *Silver Meteor*;
- The New York-New Orleans *Crescent*.

Cancelled Thursday, Sept. 13, through Sunday, Sept. 16:

- The New York-Charlotte, N.C., *Carolinian*;
- All Raleigh, N.C.-Charlotte *Piedmonts*.

Modified schedules include:

- The *Silver Star* will operate only between Jacksonville, Fla., and Miami from Sept. 12-16.
- The *Palmetto* will operate only between New York and Washington, D.C., Sept. 12-16.
- The *Cardinal* will operate only between Chicago and Indianapolis, Sept. 13-16;
- Northeast Regional train 94 will operate between Richmond (Va.) Staples Mill and Boston.
- Other Northeast Regional trains will not operate south of Washington, D.C., Sept. 13-16, and some will operate only between Washington D.C. and points north Sept. 17-18. See Amtrak's service advisory for details.

Amtrak is waiving service charges for passengers seeking to modify their reservations.

AMTRAK NOW AIMS TO CONTINUE RUNNING ALL ROUTES, EVEN IF THEY AREN'T PTC-COMPLIANT

WASHINGTON, D.C., Sept. 17, 2018, Trains News Wire - In written testimony at last week's congressional hearing on positive train control, Amtrak backed away from earlier statements indicating it would not operate on lines without PTC.

The written testimony by Scot Naparstek, Amtrak's chief operating officer, was offered at the Sept. 13 hearing of the House Committee on Transportation and Infrastructure's Subcommittee on Railroads, Pipelines, and Hazardous Materials.

In it, Naparstek says, "... let me be clear that Amtrak's goal is to continue to operate all of our services over all of our current routes come January 1, 2019. Exactly how we accomplish this will vary across our network, based on the specifics of each route, but ... we believe we will have strategies in place that will permit us to continue operations until operational PTC or PTC-equivalency is achieved for all of our network."

In February, Amtrak CEO Richard Anderson had said in testimony to the Committee on Transportation and Infrastructure that Amtrak would not run on lines without PTC or a PTC waiver. In written testimony, he said, "in certain areas, where signal systems are not in place, we will reconsider whether we will operate at all;" appearing before the committee, he added, "And I doubt I will."

Naparstek's testimony said 37 segments on the Amtrak network are not expected to have PTC by the Dec. 31, 2018, deadline, but should be able to "apply for an alternative schedule" for implementation. It is also assessing those areas eligible for "Mainline Track Exclusion Addendums," which waive the requirement to install PTC. Combined, such areas cover at least 2,100 miles of track in the Amtrak system, the written statement says, and assessment of all of them is ongoing, with those eligible for waiver of PTC to completed by the end of October and the rest by the end of the year.

These assessments, his statement says, will determine "what mitigations will be necessary to adopt for a given location over a given period to ensure Amtrak has a high degree of confidence in our ability to operate the safest possible railroad, short of the installation of PTC."

Lack of PTC, despite an FRA waiver of the requirement for it, has figured in Amtrak's proposal to run a bus bridge over part of the route of the Chicago-Los Angeles Southwest Chief. At a August meeting in Raton, N.M.,

which presented details of the bus-bridge plan, Stephen Gardner, Amtrak's senior vice president and chief commercial officer, said the Amtrak board of directors had mandated that the company would not run on lines without positive train control after Dec. 31. Amtrak had said Trains reporting of the meeting was in error; Trains stands by its reporting, and a Kansas report on the meeting reported that Gardner said "positive train control is the board policy regardless of exemptions granted by the Federal Railroad Administration.

FIRST SHELL FOR AVELIA LIBERTY POWER CAR IS COMPLETED

NEW YORK, Sept. 14, 2018, Trains News Wire - The Avelia Liberty, the next-generation high speed trainset for Amtrak's Northeast Corridor service, reached a construction milestone this week, as the first body shell for a Avelia power car was completed.



AN ARTIST'S CONCEPTION OF THE AVELIA LIBERTY TRAINSET - AMTRAK/ALSTOM

Alstom and Michigan-based Merrill Technologies Group announced the milestone on Thursday. There will be 56 power cars for the 28 Avelia Liberty trainsets. Originally ordered in 2016, consists will include two compact power cars and nine passenger cars, seating 386 passengers, with three cars more that can be added if demand warrants. It

will be capable of speeds up to 185 mph, although Amtrak's current maximum speed on the corridor is 160 mph. All 28 trainsets are expected to be in service by 2022; at that time, the possibility will exist for New York-Washington service every half-hour and New York-Boston service every hour.

The body shells from Merrill are made from 100-percent U.S. steel, painted in Amtrak blue and white colors. The company's Alma, Mich., facility employs more than 170 workers for the project.

The first shell is expected to arrive sometime in the next few weeks at Alstom's Hornell, N.Y., facility for completion. The modernized 1860-era facility in Hornell, formerly the Erie Railroad's main shop, has manufactured more than 2,000 new rail cars, and refurbished an additional 5,000 under Alstom's ownership.

The complete trainsets will be 95-percent U.S. made and create 1,000 direct and 300 indirect jobs.

"We proudly celebrate this project milestone, not only with respect to supplying Amtrak with new trainsets, but also the emergence of a high-speed rail manufacturing industry here in the U.S.," Jérôme Wallut, Senior Vice-President of Alstom in North America, said in a press release.

AMTRAK 188 ENGINEER PREPARES FOR CRIMINAL TRIAL

PHILADELPHIA, PA., Sept. 19, 2018, Trains News Wire - Lawyers for Brandon Bostian, the engineer at the controls of Amtrak train No. 188 when it derailed near Philadelphia in May 2015, will be in court next month as the criminal case against the 35-year-old railroader inches closer to trial.

A pre-trial conference is scheduled for Oct. 17 where attorneys are expected update the court on the progress of the case and possibly set the matter for a jury trial. It is also possible that attorneys will discuss the prospects of a plea deal, meaning Bostian could avoid standing trial on multiple charges of involuntary manslaughter and reckless endangerment stemming from the 2015 derailment.

Eight people died and more than 200 were injured in the derailment on the Northeast Corridor in Philadelphia's Port Richmond neighborhood. A National Transportation Safety Board investigation found the train was traveling at 102 mph on a curve with a 50-mph speed limit at the time it derailed. An NTSB investigation found that Bostian had been distracted by radio chatter and therefore was unable to slow down the train.

Bostian was initially charged with involuntary manslaughter and reckless endangerment but in 2017 a judge dismissed the case saying it was an accident not a criminal act. In early 2018, the prosecutors appealed the decision and a judge ruled that there was enough evidence to go to trial. Attorneys have been preparing for the case ever since.

A hearing was last held on Aug. 22. During that session, attorneys for Bostian argued that they were not yet ready for trial because they had been unable to get all of the documents pertaining to the derailment from the NTSB. According to the docket, attorneys on both sides were also discussing the possibility of a plea deal.



CSX EXPECTS PTC TO PAVE WAY FOR 1-PERSON CREWS; AUTONOMOUS OPERATIONS

BOSTON, Sept. 6, 2018, Trains News Wire - CSX Transportation will eventually seek to

operate trains with one-person crews on lines under the protection of positive train control, Chief Financial Officer Frank Lonegro told an investor conference this week.

When PTC is fully operational by the end of 2020, CSX will have invested \$2.4 billion in the federally mandated safety system.

"It's clearly important that we leverage that investment," Lonegro says. "One of the clear ways to do that is through one-person crews and ultimately, way down the road, perhaps autonomous trains."

Railroads are expected to face increased competition from the trucking industry, which is rapidly advancing technology that will permit platooning and driverless operation. That will significantly cut the cost of trucking and enable truckers to further siphon traffic from railroads.

From a technology perspective, it will be safer and easier for railroads to deploy autonomous operations because they operate a closed network where they control all of the traffic, Lonegro says.

The highway environment is vastly different, with multiple users and the lack of a fixed guideway like railroads enjoy.

The U.S. Department of Transportation under the Trump administration is taking a more balanced approach to technology and automation issues between modes, Lonegro says.

The Obama administration, by contrast, sought to advance technology in trucking while favoring regulations that would mandate two-person crews.

"I don't think technology is ultimately going to be the holdup," Lonegro says, pointing to fully autonomous railroad operations that have begun in Australia.

Rather, a host of labor, regulatory, and public policy issues will have to be addressed first. The full rollout of PTC by the end of 2020 likely will bring those issues to the forefront, Lonegro says.

The CFO says that he's about to turn 50 and expects to see single-person crews by the end of his career.

Lonegro's comments, which came in response to a question at the Cowen & Co. Global Transportation Conference on Sept. 5, are a reversal for CSX.

Last year, then-CEO E. Hunter Harrison said he didn't understand the industry's desire to move toward one-person crews.

"I'm not a one-man crew advocate," Harrison said on CSX's earnings call in April 2017, although he noted that there are situations where they might make sense, such as switching at mines.

"But today to take a 20,000-ton train on line of road, with one person, I don't think it's good business," Harrison said, citing safety concerns and the value of an extra set of eyes and ears in the cab.

Plus, he said, it would pose unacceptable delays when a lone crew member has to contend with a broken air hose or a knuckle failure.

Harrison's predecessor, Michael Ward, said that one-person crews were inevitable.

"There's going to be autonomous vehicles out there. There's no question. The only question is when and how much they will be deployed," Ward said during the railroad's earnings call in January 2017. With main lines under the protection of PTC, "one does have to question why there has to be two people in the crew," Ward said.

"Longer term, that's something we're going to have to address," Ward added, saying that he expected the industry to face challenging negotiations with labor unions.

But he said one-person crews are "inevitable. It's just a question of when."

CSX REOPENS HUMP AT YARD IN NASHVILLE

JACKSONVILLE, Fla., Sept. 7, 2018, Trains News Wire - CSX Transportation has resumed hump operations at Radnor Yard in Nashville, Tenn., which was among the eight classification yards converted to flat-switching facilities last year under then-CEO E. Hunter Harrison.

Radnor's layout ultimately proved cumbersome for flat switching. So in June the railroad began work on retarders and other infrastructure necessary to reopen the hump at the former Louisville & Nashville yard. [See "CSX Transportation preparing to re-open hump at Radnor Yard in Nashville," Trains News Wire, June 29, 2018.]

"We just turned the Nashville hump back on. So that should give you a sense of our willingness to revisit things over time," Chief Financial Officer Frank Lonegro told an investor conference this week.

"It was absolutely the right decision to make."

CSX will revisit other hump-yard decisions if merchandise traffic grows significantly in certain areas, Lonegro says. The railroad's merchandise traffic is up 4 percent this year, though it remains well below levels of a decade ago.

The Radnor hump was idled in July 2017 as part of the broad operational changes made by Harrison.

In 2016, Radnor was CSX's third-busiest hump — behind only Waycross, Ga., and Selkirk, N.Y. — as it classified an average of 1,477 cars per day. That's within the range that Harrison said was sufficient volume to justify the operating costs and capital expense of a hump yard.

CSX would not disclose current volume at the yard, which remains among the railroad's top 10 busiest terminals. Officials have said they expected to increase employment at the yard by 40 to 50 positions to support hump operations.

CSX operating officials are looking for opportunities to reduce car handling and out-of-route miles and to boost compliance with trip plans. The plans set strict schedules for every car's movement across the network.

"We're really getting down to chasing every single car at every aspect of its trip," Lonegro says.

Efficiency gains allowed CSX to store an additional 100 locomotives in August as the railroad handled more tonnage by operating longer trains.

CSX CONTINUING "THOUGHTFUL AND DELIBERATE" DISCUSSIONS CONCERNING HOWARD STREET TUNNEL

BALTIMORE, Sept. 7, 2018, Railway Age - A plan to expand the Howard Street Tunnel isn't completely off the table, but CSX says a path forward is dependent on a solution that meets the long-term goals of the railroad, the state of Maryland and the Port of Baltimore.

Height restrictions within the 121-year-old tunnel prevent the shipment of double-stacked intermodal containers by rail to and from the Port of Baltimore, which is seeing a significant increase in activity. CSX halted plans to expand the tunnel in November 2017 following the determination that the proposed project no longer justified the level of investment required.

The Maryland Democratic Congressional Delegation has sent a letter to CSX Corporation President and CEO James Foote on Sept. 6 requesting a status update of the Howard Street Tunnel Project. Missing from the letter was

Maryland's lone Republican, Rep. Andy Harris (R-Md-1).

The Members of Congress called the Port of Baltimore an economic hub and claimed it had been more than eight months since the railroad met with elected officials and representatives of the Maryland Department of Transportation.

"As the Port of Baltimore continues to see record growth both in international cargo value and volume, a solution to the Howard Street Tunnel bottle-neck is more important than ever. We hope that you agree..." said the letter.

CSX's full response to the letter said, "CSX appreciates the Maryland delegation's support for the economic engine that is the Port of Baltimore and their continued interest in the Howard Street Tunnel project. Since our meeting with the delegation several months ago, we have spent considerable time analyzing the opportunity, meeting with key stakeholders and exploring multiple options, including the appropriate level of CSX's investment. We will remain in regular contact with Members of the Maryland delegation as these thoughtful and deliberate discussions continue. Our focus has always been to find a path forward, if possible, that meets the long-term needs of the Port, the State and CSX."



[CSX PROMOTES SAFETY NEAR RAILROAD TRACKS DURING 'RAIL SAFETY WEEK' IN U.S. AND CANADA](#)

JACKSONVILLE, Fla., Sept. 24, 2018, CSX News Release -- Safety is a core value at

CSX, and this week the railroad is partnering with the non-profit Operation Lifesaver, the Federal Railroad Administration (FRA), other freight railroads, Amtrak, commuter rail-service providers and law enforcement agencies across its 23-state network to raise awareness about how to be safe around railroad tracks. While CSX focuses on rail safety education year-round, this week all safety partners are working together through a dedicated joint effort. Through public events, safety presentations and social media messages during the week of Sept. 23-29, CSX is working to reduce the number of crossing and trespassing accidents in the communities where it operates.

"Distracted driving and walking is a top public safety issue across the country. It's even more of an issue when approaching railroad crossings," said Sean Douris, chief of police for CSX. "Our goal is zero accidents, and we believe education is the best tool to prevent these types of accidents. CSX is committed to reaching as many people as possible with the information they need to keep themselves safe around railroad tracks."

A person or vehicle is hit by a train about once every three hours in the U.S., according to Operation Lifesaver, Inc. (OLI), a national educational organization dedicated to rail-safety awareness since 1972. While the number of collisions each year has dropped 83 percent in the past four decades, federal statistics show 274 people died in 2017 in crossing collisions.

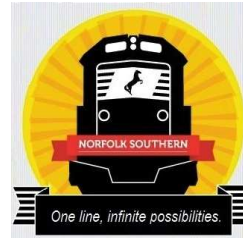
The goal of Rail Safety Week is to reduce these types of collisions and save lives by raising awareness about how to safely cross railroad tracks. Throughout the week, CSX representatives will join in this national initiative and focus on directly reaching drivers, pedestrians and rail passengers with important rail-safety tips.

"We are proud to participate in the first North American Rail Safety Week," said Douris. "Tuesday's Operation Clear Track initiative is the largest enforcement blitz in the country. Working together to share life-saving information with the communities where we operate, we have the opportunity to make a significant impact on rail safety in our country."

CSX has developed a comprehensive Rail Safety Week plan designed to reach people of all ages and amplify rail safety messages through a grassroots social media campaign. The plan includes:

- > 'Safety blitzes' at grade crossings where CSX representatives partner with local law enforcement agencies to reach drivers and pedestrians with safety information.

- > Passenger rail station outreach focusing on rail passengers, in partnership with commuter rail service providers and Amtrak.
- > Rail safety presentations at schools and community organizations.
- > Rail safety outreach and giveaways at college campuses near CSX tracks.
- > Targeted social media campaigns for areas on the CSX network that experience heavy pedestrian and vehicular traffic crossing the tracks.
- > Social media messages, materials and hashtags for employees, customers and community members to share and help spread the word about rail safety. Materials are available at: www.csx.com/railsafetyweek



[NS LOOKS TO MOVE HEADQUARTERS TO ATLANTA](#)

ATLANTA, Sept. 10, 2018, Trains News Wire - Norfolk Southern is considering consolidating its headquarters in Atlanta, the Atlanta Journal-Constitution reports.

The current NS headquarters is in Norfolk, Va. but it has a large regional office in downtown Atlanta. If the railroad were to move its headquarters to Atlanta, it would bring with it about 1,000 jobs. The railroad has declined to get into specifics about a possible move and told the Norfolk Virginian-Pilot that it was only "considering" consolidating headquarters. However, the Atlanta Journal-Constitution said reliable sources say Atlanta is the front runner at this time.

"Our long-range plan is complex and will take time to develop, and Norfolk Southern will publicize our plans and decisions when appropriate. Until then, our focus will be on the plan's development," railroad officials say.

The news that the railroad could consolidate headquarters in Atlanta was not welcomed by local officials in Virginia. "Norfolk Southern is a great corporate citizen and although the majority of their employees are in Atlanta, they have employees all across the nation, and they continue to have a very strong presence in Hampton Roads as a major employer, Fortune 500 company and corporate citizen," Norfolk Mayor Kenny Alexander tells the Virginian-Pilot. "To lose any part of that would be devastating to our community."

[PROGRESS RAIL, NORFOLK SOUTHERN ANNOUNCE ORDER FOR FOUR ADDITIONAL HIGH-HORSEPOWER LOCOMOTIVES POWERED BY NEW GENERATION OF CATERPILLAR ENGINES](#)

ALBERTVILLE, ALA. & NORFOLK, VA., Sept. 1, 2010, NS Press Release (Edited) - Progress Rail Services Corporation, a wholly-owned subsidiary of Caterpillar Inc., and Norfolk Southern have announced the order of additional EPA Tier 2 compliant, high-horsepower repower locomotives - designated the PR43C.



In 2008, Norfolk Southern and Progress Rail began a cooperative effort to develop the PR43C locomotive. Since then, two PR43C prototype locomotives have been built and placed in service on the Norfolk

Southern system. These locomotives have been closely monitored during a series of developmental and operational testing. With the testing of the first two prototypes coming to a close, Progress Rail is pleased to announce Norfolk Southern has ordered four additional PR43C locomotives, scheduled for delivery later this year.

The PR43C locomotives are unique in the industry. Remanufactured from reusable locomotive cores, the PR43C locomotives have a dual-engine configuration. The primary engine, a Caterpillar C-175 rated at 3,600 horsepower, and a secondary engine, a Caterpillar C-18 rated at 700 horsepower, work in tandem to power the locomotive. By rebuilding the

PR43C from a reusable locomotive core and providing 4,300 total horsepower, the PR43C locomotive serves as an environmentally-friendly solution for the rail industry.

"The PR43C meets Norfolk Southern's standards for high-quality locomotive performance, while at the same time satisfying our corporate sustainability objectives," said Tim Heilig, Norfolk Southern's chief mechanical officer. "Progress Rail deserves credit for building a fuel-efficient, low-emission locomotive that can handle heavy, long-haul freight demands."

The four new PR43C locomotives will feature upgraded traction systems, control systems, and modernized cabs.



[LONG ISLAND RAIL ROAD TO GET LONG-AWAITED TRIPLE TRACK](#)

NEW YORK CITY, Sept. 6, 2018, Trains

News Wire - It's official, the Long Island Rail Road will get nearly 10 miles of triple track in the coming years.

New York Gov. Andrew Cuomo announced on Wednesday that the commuter railroad will get its third track, or a triple tracked main line, through a \$2.6 billion-project. The project is aimed at a 9.8-mile section of the railroad's main line connecting Floral Park and Hicksville, N.Y., all on Long Island.

"Since the 1940s, people talked about adding a third track and modernizing the Main Line corridor - and now we're actually doing it," Cuomo said. "These projects taken together will create smoother and more reliable service for LIRR passengers while at the same time improving public safety by eliminating dangerous grade crossings. The LIRR is the backbone of the region's economy and this expansion effort will boost growth for generations."

The new main line corridor will include 9.8 miles of new third track; seven grade crossings; 7 bridge replacements or modifications; five station improvements; 7 substation replacements; 7.5 miles of sound and retaining walls; among other projects.



[WORLD TRADE CENTER SUBWAY STATION FINALLY REOPENS](#)

NEW YORK, Sept. 10, 2018, Trains

News Wire, Photo: Railway Age - After 17 years, the World Trade Center again has a subway station.

At noon on Saturday, Sept. 8, the New York Metropolitan Transportation Authority finally re-opened its station for the No. 1 train at the site. It was one of the last parts of the post-9/11 2001 recovery.



The original station, Cortlandt Street, opened in July 1918 as part of the Interborough Rapid Transit System extension to South Ferry at the tip of Southern Manhattan. When the construction of

the original World Trade Center started in the 1960s, the old station was torn down. The rebuilt station became an integral part of the New York and New Jersey Port Authority-owned WTC complex after its opening in 1966, and was renovated in the mid-1970s.

Sept. 11, 2001 changed everything. The collapse of the World Trade Center towers caved in part of the No. 1 line subway tunnel at the station and between stations. The herculean task of rebuilding the line from Chambers Street to South Ferry started soon thereafter. By January 2002, the part of the tunnel that served that station was daylighted; three months later, the damaged portion of the subway had been completely removed. The line was reopened that fall; given complexities of reconstruction and rebuilding at

Ground Zero, the World Trade Center Station was not able to be reopened. Remaining parts of the 1966 station were taken away 11 years ago.

In October 2008, the Port Authority reported it had reached agreement with the MTA on rebuilding the station. Disputes between the Port Authority and MTA over who would pay for the renovation pushed back the opening from 2014 to 2018.

Construction began in 2015 when MTA was given control of the location within the Port Authority's World Trade Center site. By this past June, the station wiring was complete, and architectural finishes, turnstiles, elevators and escalators were being installed.

The renamed WTC Cortlandt station includes new ADA-compliant entrances with elevators, track-intrusion systems, fire alarms, help points, closed-circuit TV cameras, countdown clocks and air conditioning. There is now all-weather direct access to Port Authority Trans-Hudson trains via the World Trade Center Transportation Hub.

The station features a new mosaic by artist Ann Hamilton featuring text from the 1776 Declaration of Independence and the 1948 United Nations Universal Declaration of Human Rights.

Those attending the reopening included MTA Chairman Joseph Lhota, MTA New York City Transit President Andy Byford, and the artist Hamilton.



[INVESTIGATION CONTINUES INTO HUDSON RIVER TUNNEL INCIDENT THAT DAMAGED TRAIN](#)

NEW YORK, Sept. 11, 2018, Trains News Wire - While operations are back to normal in the Hudson River tunnels leading to New York's Penn Station, a question remains: Just what exactly it was that punctured an NJ Transit car on Friday night, leading to a nine-hour shutdown of service through the tunnel.

A piece of metal came through the car, and other cars were damaged, in the Friday incident. Amtrak, which owns and maintains the tunnels, and the Federal Railroad Administration are both investigating, according to a report by NJ.com.

Amtrak and NJ Transit officials told NJ.com they were unsure whether the metal pole was part of the catenary system or a piece of the railroad car. Amtrak conducted repairs of the electrical system throughout the weekend, finishing in time for Monday's morning commute.

The electrical equipment in the tunnel dates to a 1930s upgrade by the Pennsylvania railroad, the report noted.

[NJ TRANSIT MAKES MORE SERVICE CUTS IN EFFORT TO MEET PTC DEADLINE, WILL DISCOUNT FARES](#)

NEWARK, N.J., Sept. 21, 2018, Trains News Wire - Three months of significant service cuts, along with a temporary fare reduction, are on tap for NJ Transit riders as the agency continues its race to meet the Dec. 31, 2018, positive train control deadline.

NJ Transit Executive Director Kevin Corbett announced Thursday that 18 daily trains will disappear on the Northeast Corridor, North Jersey Coast Line, Morris & Essex Lines, Montclair-Boonton, and Main and Bergen County lines to accommodate PTC hardware installation on locomotives and cab cars. Also, the 2 1/2-mile shuttle train between Princeton and Princeton Junction on the Northeast Corridor will not run, with substitute bus service available, and there will be no service on the Gladstone Branch between Summit and Gladstone, N.J., on most weekends. Replacement bus service will be offered.

Additional trains throughout the system will have schedule and/or station-stop changes. This follows the earlier shutdown of the Atlantic City line, also for PTC work.

The changes are to increase the rate of PTC hardware installation on equipment. According to FRA reporting at the end of June, the Long Island Rail Road had outfitted 100 percent of its cab cars and locomotives, and 77 percent of Metro-North's were done. NJ Transit was only at 26 percent.

To counter these service adjustments, NJ Transit will offer a 10-percent discount on all rail tickets for November, December and January.

"As a daily rail commuter myself, I fully understand the impact this has on people's lives," Corbett said at the press conference. The irony? His weekday rush-hour train is one of those cancelled for the three months.

NJ Transit is looking at mid-January for a return to full schedules and regular fares. Project updates and a complete list of service adjustments by rail line are available at the NJ Transit website.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN OCTOBER

Oct. 28, 1906 - Three-car electric MU train No. 1065 from Camden to Atlantic City derailed on Thorofare Bridge just west of Atlantic City and falls into the water at 2:25 PM; first two cars are instantly submerged; third is left hanging partially submerged from the abutment; 57 killed; coroners jury blames improper locking of draw span rails.

Oct. 24, 1910 - First lot of new, all-steel P54 suburban coaches delivered; seat 82; assigned to local service out of Penn Station.

Oct. 17, 1915 - Third Street Station, Harrisburg, on Cumberland Valley closes; track elevation completed between river and main station.

Oct. 31, 1920 - PRR turns over sale of sleeping and parlor car tickets at Penn Station to employees of Pullman Company after firing seven agents for demanding bribes for tickets.

Oct. 28, 1925 - PRR Board adopts "The Pennsylvania Railroad" as the public designation of the entire PRR system instead of "The Pennsylvania Railroad System.

Oct. 26, 1930 - First section of Penn Coach Yard opens in West Philadelphia; servicing of steam locomotives for passenger trains, formerly done at West Philadelphia, is moved to the new 46th Street roundhouse.

Oct. 15, 1935 - New B&P JCT. Interlocking placed in service at Baltimore.

Oct. 23, 1940 - PRR Board authorizes signaling eastbound freight tracks in both directions between ZOO and OVERBROOK and remoting VALLEY and WOODBINE Interlockings from OVERBROOK.

Oct. 24, 1945 - PRR Board authorizes cab signals on the High Line between ZOO and ARSENAL Towers, on the Delaware Extension between ARSENAL and STADIUM, on the freight tracks between ARSENAL and BRILL and on the Delair Bridge Line between JERSEY and Pavonia Yard.

Oct. 18, 1950 - PRSL receives first order of six Budd RDCs, Nos. M-402 to M-407.

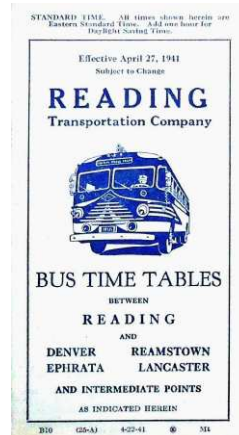
Oct. 10, 1955 - Last run of LIRR steam locomotive in revenue service as G5s No. 50 runs Oyster Bay to Long Island City.

Oct. 25, 1960 - First Class E44 electric locomotive No. 4400 delivered and displayed at 30th Street Station; all are to be equipped with brass bells salvaged from steam locomotives.

Oct. 19, 1965 - Chairman Stuart T. Saunders orders architect Vincent G. Kling to renovate his business car No. 1000, *Adolphus*, replacing the green vinyl wall covering and fluorescent lights with cherry paneling and incandescent lights, plus more stylish drapery.

Oct. 7, 1967 - "Pony Express" race track extras between Philadelphia and Atlantic City Race Track make last runs and race track spur abandoned.

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



TIMETABLE 10-18

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

Through Monday, Oct. 29, 2018

Railfest 2018: Hauling Black Diamonds on the Reading at the Reading Railroad Heritage Museum, 500 S. Third St., Hamburg, PA. Saturday, 10 AM to 5 PM; Sunday, Noon to 5 PM. Info: www.readingrailroad.org

Sunday, Oct. 7, 2018

42nd Annual Lehigh Valley Regional Train Show & Expo at the Charles Chrin Community Center, 4100 Green Pond Rd., Easton, PA 18045. Info: www.palmercommunitycenter.org

Sunday, Oct. 7, 2018

Leesport Train Show at the Leesport Farmers Market, 312 Gernant's Church Rd., Leesport, PA 19533. Info: Glenn Frantz, 570-640-7913, frysterstore@yahoo.com

Thursday, Oct. 11- Saturday, Oct. 13, 2018

NRHS Fall Conference Advisory Council and Board of Directors' Meetings, Scranton, PA. Info: www.nrhs.com

Monday-Wednesday, Oct. 15-17, 2018

Billy Budd Train Meet at the Days Inn, Arsenal Rd and Route 30 (334 Arsenal Rd), York, PA 17402. Events also at the Commonwealth and Reliance Fire Halls.

Thursday-Saturday, Oct. 18-20, 2018

Eastern Division TCA York Train Meet, York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: www.yorktrainshow.com/york-train-meet/

Saturday-Sunday, Oct. 27-28, 2018

Great Scale Model Train Show at The Cow Palace - Maryland State Fairgrounds, 2200 York Rd., Timonium, MD 21093. Info: www.gsmts.com

Sunday, Nov. 4, 2018

Daylight Saving Time ends - turn your clocks BACK one hour.

Sunday, Nov. 4, 2018

Atlantic Division TCA Train Show at the Sheet Metal Workers Union Hall, 1301 South Columbus Blvd., Philadelphia, PA 19147. Info: www.adtca.com

Saturday-Sunday, Nov. 10-11, 2018

First Frost Train Meet at the Allentown Fairgrounds, 1925 W. Chew St., Allentown, PA 18104. Info: www.allentowntrainmeet.com

Saturday & Sunday, Nov. 24-25, 2018

Greenberg's Great Train & Toy Show at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ 08837. Info: www.trainshow.com

Saturday-Sunday, Dec. 1-2, 2018

25th Annual Ocean City Train Show at the Ocean City Music Pier, 825 Moorlyn Terrace, Ocean City, NJ 08226. Info: www.oceancityvacation.com

Saturday & Sunday, Dec. 1-2, 2018

Greenberg's Great Train & Toy Show at the Maryland State Fairgrounds, 2200 York Rd., Timonium, MD 21093. Info: www.trainshow.com

Saturday & Sunday, Dec. 8-9, 2018

Greenberg's Great Train & Toy Show at the Lebanon Valley Expo Center, 80 Rocherty Rd., Lebanon, PA 17042 Info: www.trainshow.com



**300 GAP ROAD, ROUTE 741
STRASBURG, PA
WWW.RRMUSEUMPA.ORG
717-687-8628**

Sunday, Oct. 7, 2018 - Garden Railways Tour
Saturday, Oct. 13, 2018 - Railroading Merit Badge Workshop - **SOLD OUT**
Thursday, Oct. 18, 2018 - Wine & Paint Night
Saturday, Nov. 3, 2018 - 1940s Swing Dance
Saturday-Sunday, Nov 3-4, 2018 - Trains & Troops
Saturday, Dec. 1 & 8, 2018 - Christmas With The Conductor Parties
Saturday, Dec. 1 & 8, 2018 - Home For The Holidays



**STRASBURG RAIL ROAD
301 GAP ROAD, RONKS, PA 17572
WWW.STRASBURGRAILROAD.COM
1-866-725-9666**

Daily, Oct. 1 thru 31, 2018 - Shop Tour at 12:00 pm
Friday, Oct. 5, 12, 2018 - Hostling Tour at 8:00 am
Saturday, Oct. 6, 13, 20, 2018 - Oktoberfest
Saturday, Oct. 20, 2018 - The Great Train Robbery
Saturday, Oct. 27, 2018 - Strasburg Spooktacular
Various, Nov. 1, 2, 5, 6, 7, 2018 - Lancaster Oxford & Southern Motorcar
Daily, Nov. 1 thru 11, 2018 - Shop Tour at 12:00 pm
Friday-Saturday, Nov. 16-18, 23-25, 2018 - Shop Tour at 12:00 pm
Friday-Saturday, Nov. 16-18, 2018 - Day Out With Thomas
Thursday-Friday, Nov. 30 - Dec. 21, 2018 - Christmas Feast
Friday-Saturday, Nov. 23-Dec. 22, 2018 - Santa's Paradise Express
Friday-Friday, Nov. 30-Dec. 21, 2018 - The Night Before Christmas Train
Saturday & Sunday, Dec. 1-2, 8-9, 15-16, 22, 2018 - Shop Tour at 12:00 pm
Saturday, Dec. 1, 2018 - Christmas Tree Train
Wednesday-Monday, Dec. 26-31, 2018 - Shop Tour at 12:00 pm

STRASBURG RAIL ROAD ACQUIRES SECOND DIESEL

STRASBURG, PA, Sept. 21, 2018, Trains News Wire - The Strasburg Rail Road has acquired another diesel locomotive to bolster its burgeoning freight business. This one is an ex-ATSF SSB-1200, rebuilt from a 1953 EMD SW9. The unit was last in use at the Celanese plant at Narrows, Va.



**SRC 1235 AT NORFOLK SOUTHERN'S H. CRAIG LEWIS
(DILLERVILLE) YARD ON SEPT. 20, 2018 - RYPN.ORG**

Currently identified as SRC No. 1235, the locomotive arrived in Lancaster on Sept. 20 and will shortly be delivered by Norfolk Southern to Leaman Place Junction, about a dozen miles east of Lancaster on Amtrak's Keystone Line.

The unit, in faded Santa Fe dark blue paint, was built in December 1953 as ATSF 1235 and rebuilt at San Bernardino as an SSB-1200 in 1974. Retired in December 1984, it was traded to GE and sold by GE to Celanese Corp. in 1987.

Strasburg currently employs SW8 No. 8618, a former Conrail unit built for the New York Central in 1953, in freight service. When more freight arrives than the SW8 can handle alone, one of the railroad's three steam locomotives is often called upon to work with the diesel. The new acquisition may end this practice.



SEPTEMBER, 2018 CHAPTER MEETING MINUTES

The "Annual Chapter Picnic" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, September 30, 2018. The meeting was called to order at 4:00 p.m. by President Tom Shenk with 39 members and 2 guests: Barbara Bunch and Robert Foedisch Jr.

MINUTES: President Tom Shenk asked for a motion to approve the August Membership Meeting Minutes. Steve Himpl approved the motion and Helen Shaak seconded the motion. The August membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: Chaplain David Stambaugh gave the blessing before the chapter meal. Doris Geesey announced that she sent cards on behalf of the Chapter to: Fred Kurtz for his recent knee surgery and Peggy Sweigart who is recovering from surgery on her arm after a fall. Peggy was in attendance at the Chapter Picnic. Evan Russell had a pacemaker (ICD) put in on September 7. Evan was also in attendance at the Chapter Picnic. The Chapter has decided not to send flowers anymore. It is very costly and has caused hurt feelings among chapter members when the Chapter did not know the person was hospitalized and did not receive any flowers. The Card Committee will continue to send cards, headed by Doris Geesey. Doris' email is: dorisgeesey@gmail.com. Contact Doris about any health issues of former or present Chapter members.

VENDORS AND CRAFT SHOW: Cindy Kendig announced the Vendors and Craft Show will be held on Saturday, October 20, 2018 at the Christiana Freight Station from 9:00 a.m. to 2:00 p.m. There are 27 vendors signed up and possibility more if the weather permits for outside vendors.

UPCOMING DATES: President Tom Shenk announced the Monday, October 15 Chapter Membership Meeting we will review the Chapter Budget, and vote on Chapter Officers for the 2018-2019 year. Tom reminded everyone that anyone who is interested and wants to run for any office, let Tom know. Graham Dirian will also be doing a presentation on his experiences at "Rail Camp" from this summer. Saturday, November 17 will be the "Annual Chapter Banquet. The Banquet will be held at the Christiana Freight Station at 2 p.m. Tickets for the Banquet will be available at the October 15th chapter meeting for \$25.00 per person or you may use the Order Form in your newsletter. The tentative menu is: Ham, Beef, Scalloped Potatoes, Green Beans, Rolls, Garden Salad, and assorted Pies for dessert. Chapter member Mark Hoffman will do a presentation for the program. The meal is being catered by Paul "Butch" Apgar. Paul also prepared the Pork BBQ for the Chapter Picnic.

Thursday, November 29, 2018 will be the decorating of the Christiana Freight Station for Christmas starting at 7:00 p.m.

The dates for the Holiday Open House at the Christiana Freight Station will be Saturday, December 8 and Sunday, December 9, 2018.

TRIP: President Tom Shenk would like to thank everyone who went on the ARK trip for supporting the Chapter. The Chapter made \$6,134.04 profit. The 4-day trip was from September 20 to 23, 2018. Tom also thanked the Trip Committee: Steve Himpl for contacting all the railroads and getting the dates and times together. Linda Himpl for getting the information for the trip flyers and getting them printed. Cindy Kendig for contacting the ARK Encounter and coordinating the tour. Richard Rutledge for the financial part of getting the trip deposits sent. Tom Shenk for contacting and booking the two very nice hotels. Thanks again to everyone for a great trip.

ADJOURNMENT: The Chapter Meeting was adjourned at 4:15 p.m. for the Chapter Picnic.

Respectfully submitted by Donetta M. Eberly, Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



MA & PA HEAVILY DAMAGED BY FLOODS

MUDDY CREEK FORKS, Pa., Sept. 4, 2018, Trains News Wire - The Maryland & Pennsylvania Railroad Preservation Society has put out a call for volunteers to help clean up its Muddy Creek Forks railway village museum site after severe flooding hit Friday, Aug. 31.

President Craig Sansonetti told Trains, "Unfortunately the devastation along our track is much more severe than the problems at Muddy Creek Forks. Three tributary streams caused enormous damage. At one large culvert, tons of stone now cover the track and completely obscure the proper waterway. A bridge slightly further north is open and suffered no damage, but the stream no longer runs under it. It cut a new course sweeping the track off the roadbed for more than a hundred feet and is now running through the track. The worst damage is at the 32-foot plate girder bridge by Guinston Forge Road. It is gone, swept entirely off its abutments and in the streambed west of the track. Its approaches were pulled off the roadbed and kinked around a tree."

According to the appeal from the museum, both the historic A.M. Grove general store and the nearby flour mill sustained water and mud damage. The museum shop building was also flooded. Ties and other lumber were carried away by the water. Sansonetti said sticky mud was everywhere, with all sorts of smaller items jumbled together wherever the water left them. Several pieces of rolling stock also sustained water damage, and the society's motorcar fleet used for public rides was nearly submerged.

"I wish there were some good news, but it looks like recovery will be expensive and probably lengthy. We've persevered through a lot over the past 30 years, so I have confidence that somehow we will pull through this too," Sansonetti said.

The nearby Stewartstown Railroad also experienced some flooding, with track under water at least one location, and runoff deposited mud and gravel on the track near Shrewsbury.



WESTERN MARYLAND SCENIC ACQUIRES F40 TO BOLSTER DIESEL FLEET

CUMBERLAND, MD., Sept. 19, 2018, Trains News Wire - Look for a new face on Helmstetter's Curve this fall. Western Maryland Scenic Railroad tells

Trains News Wire today that it has acquired an F40PHR, rebuilt into an F40M-2F, No. 450, from Larry's Truck Electric in McDonald, Ohio. The unit will be placed in service to help GP30 No. 502 pull heavy passenger trains from Cumberland, Md., on the Western Maryland grade to Frostburg, Md. Western Maryland Scenic GP30 "No. 501 is down with multiple issues, and No. 502 cannot pull the mountain by itself," says Executive Director John Garner.



PHOTO: WMSR, JOHN GARNER

The unit started life as Amtrak No. 380, then Canadian American No. 450, before going to LTEX. Garner says the unit will get Western Maryland red and white circus colors, providing a provocative "what if" look for Western

Maryland fans who might wonder what an F-unit scheme might look like on a more modern passenger unit.

Delivery is expected in coming weeks, and the railroad hopes to do a repaint before the line enters the busy autumn tourist season.



PennDOT TO STUDY ALTOONA TO PITTSBURGH PASSENGER SERVICE

HARRISBURG, PA, Sept. 26, 2018, Railway

Track & Structures - Pennsylvania Gov. Tom Wolf has directed the Pennsylvania Department of Transportation (PennDOT) to again study the feasibility of passenger rail between Altoona and Pittsburgh.

Gov. Wolf said the decision to study the service acknowledges the "continued interest in adding passenger rail service in western Pennsylvania."

"I know the appetite for such service remains strong in western Pennsylvania, and I have asked PennDOT to check once again about whether such a step is possible," Gov. Wolf said. "I want to exhaust every angle possible to serve the needs of this region."

The new effort will include a review of several past studies on the Keystone West Corridor and will gather information about the condition of the right of way, current and projected rail freight activity on the line, track and platform alignments and historic ridership data. An estimate of costs of needed improvements also will be developed.

The study also will produce three potential service plans and include a travel demand marketing assessment and ridership estimates.

The work will include outreach to Norfolk Southern Railroad, which owns the corridor between Harrisburg and Pittsburgh, and Amtrak, which currently operates the cross-state Pennsylvanian, a once daily train in each direction between New York, Philadelphia, Harrisburg and Pittsburgh, as well as hourly service east of Harrisburg.

"This study will help answer some important unresolved questions about a way forward with this added service for western Pennsylvania," Gov. Wolf added. "Offering transportation options aligns with my promise to all Pennsylvanians that my administration would deliver a government that works for a better quality of life."

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**RAIL
SAFETY
WEEK** SEPT 23-29

[CSX]

“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

OCTOBER 15, 2018 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

OCTOBER 20, 2018 - SATURDAY, 9:00 AM TO 2:00 PM - CHRISTIANA FREIGHT STA. - CRAFT AND VENDOR FAIR

NOVEMBER 17, 2018 - SATURDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER BANQUET

Information and order form is in this issue of *The Lancaster Dispatcher*. All Aboard!

NOVEMBER 29, 2018 - 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.

This postcard from 1915 sets the mood to wish you a Happy Halloween - beware of ghosts and goblins on the tracks and in the stations!



PHILADELPHIA & READING R. R. STATION, PHILADELPHIA, PA.

THE GREMLINS ARE BACK!

In the September, 2018 issue of *The Lancaster Dispatcher*, the photo shown “Inside The Back Page” contained the correct caption for the month, but the wrong photo. The photo shown was the Feb. 6, 1951 derailment of the PRR’s *Broker* in Woodbridge, New Jersey. Below is the derailment of the *Congressional Limited* on September 12, 1943 from time.com.

Strangely, both trainweb.org and pinterest tagged the incorrect photo as the derailment of the *Congressional Limited*.



SCENE FROM THE 1943 CONGRESSIONAL LIMITED TRAIN WRECK IN PHILADELPHIA. RALPH MORSE—THE LIFE PICTURE COLLECTION/GETTY IMAGES



**LANCASTER CHAPTER, INC., N.R.H.S.
ANNUAL BANQUET
SATURDAY AFTERNOON, NOVEMBER 17, 2018**



**CHRISTIANA FREIGHT STATION
10 RAILROAD AVENUE
CHRISTIANA, PENNSYLVANIA 17509
(610) 593-4968**

PLEASE JOIN US AT THE CHRISTIANA FREIGHT STATION FOR A CATERED EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. AND DON'T FORGET THE FABULOUS DOOR PRIZES! MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

SOCIAL HOUR / MEAL / DOOR PRIZES / MEMBERSHIP AWARDS

2:00 PM - DOORS OPEN - LIGHT APPETIZERS SERVED

2:30 PM - MEAL BY BUTCH'S BBQ

DIGITAL PRESENTATION "LOOKING LOCALLY" BY CHAPTER MEMBER MARK HOFFMAN FEATURING REGIONAL IMAGES FROM 2010 TO PRESENT: NORFOLK SOUTHERN'S NEW HOLLAND SECONDARY, LITITZ INDUSTRIAL TRACK, COLUMBIA SECONDARY, MARIETTA INDUSTRIAL TRACK, LANCASTER'S LEWIS YARD, THE PORT ROAD AROUND COLUMBIA AND THE HARRISBURG LINE IN LEBANON COUNTY; AMTRAK'S KEYSTONE CORRIDOR AND SEVERAL SMALLER RAILROADS.

THE ANNUAL BANQUET COST FOR 2018 IS \$25.00 PER PERSON

TICKETS WILL BE AVAILABLE AT THE OCTOBER 15TH CHAPTER MEMBERSHIP MEETING.

OR, YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE.

ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 2, 2018.



NAME _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

NO. OF SEATS _____ **@ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$** _____

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

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C/O THOMAS SHENK
11 MARQUIS COURT
LITITZ, PA 17543**

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

LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
1ST VICE PRESIDENT:	HAROLD SHAAK	717-484-4020	HSHAAK@DEJAZZD.COM
2ND VICE PRESIDENT:	GLENN KENDIG	610-593-6313	CINDYKENDIG@YAHOO.COM
SECRETARY:	DONETTA EBERLY	717-866-5514	SPECKEBERLY@YAHOO.COM
TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRUTLEDGE@NRHS1.ORG
EDITOR:	ED MAYOVER	302-834-3662	EMAYOVER@NRHS1.ORG
HISTORIAN:	TOM McMASTER	717-274-5325	PRRTOM@COMCAST.NET
1ST DIRECTOR:	CINDY KENDIG	610-593-6313	CINDYKENDIG@YAHOO.COM
2ND DIRECTOR:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
NATL REP & WEB:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG
CHAPLAIN:	DAVID STAMBAUGH	717-292-1726	CHAPLAIN@NRHS1.ORG
CHAPLAIN:	CELL PHONE	717-683-3053	

MEMBERSHIP MEETING NOTICE

LANCASTER CHAPTER, INC., N.R.H.S.

REGULAR CHAPTER MEMBERSHIP MEETING

ELECTION OF 2018-2019 CHAPTER OFFICERS

CHRISTIANA FREIGHT STATION, CHRISTIANA, PA

MONDAY, OCTOBER 15, 2018, STARTING AT 7:30 PM

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



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