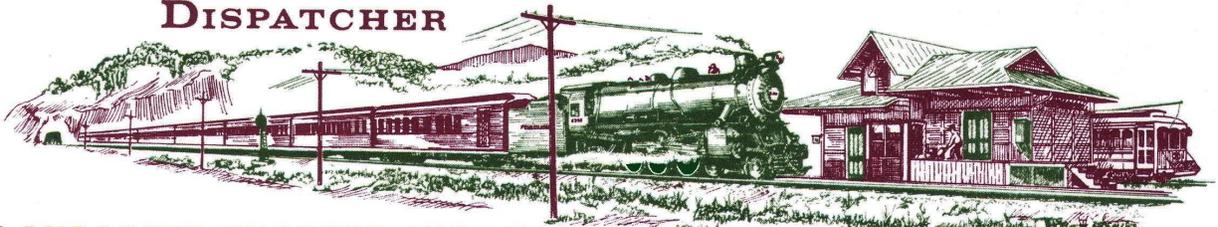


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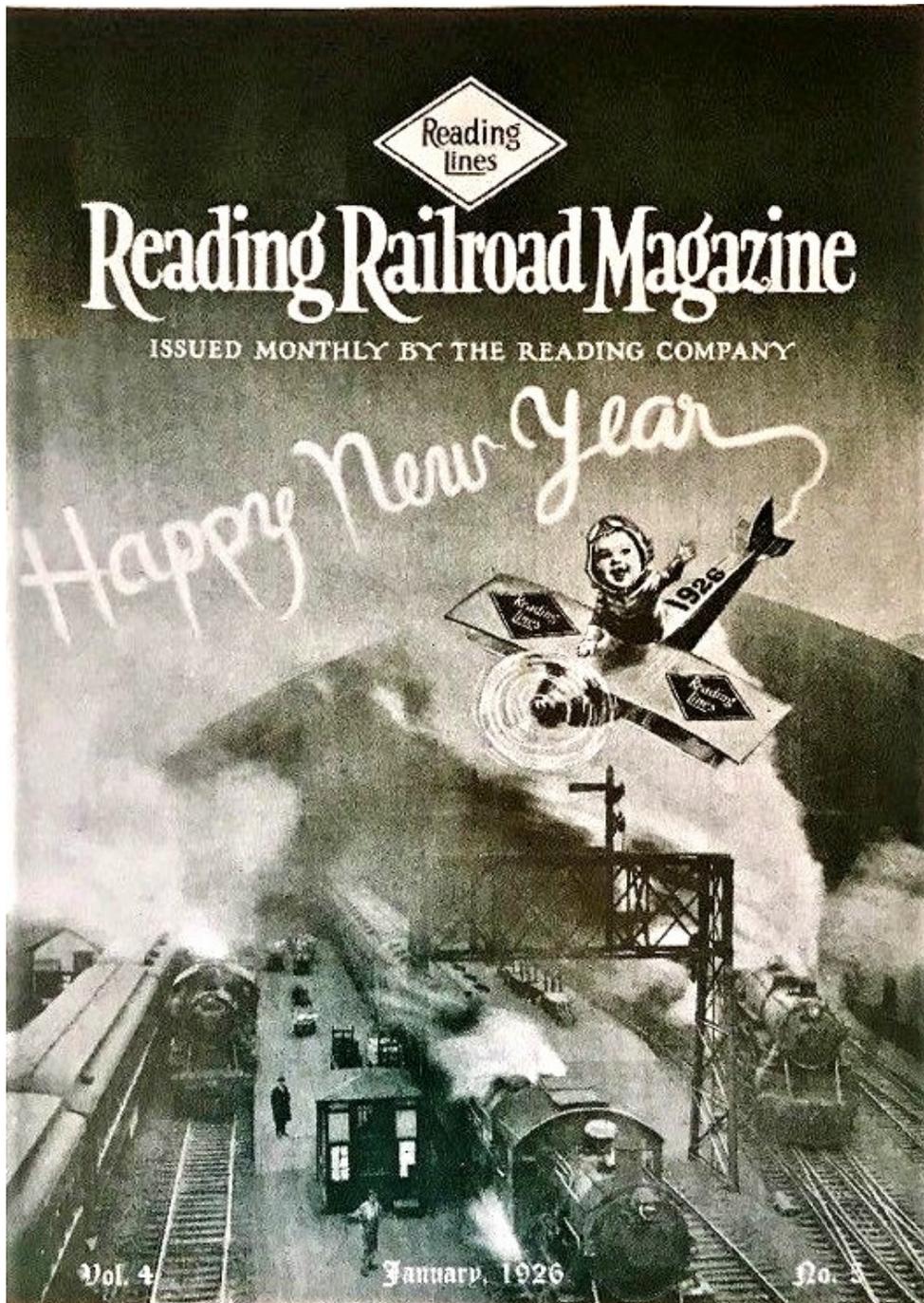


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Happy New Year from the Lancaster Chapter, Inc., N.R.H.S.



## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### HOW AMTRAK'S GRINCH COULDN'T STEAL CHRISTMAS

Written by Don Phillips,  
Railway Age Nov. 26, 2018

Many people probably thought that when Amtrak President and CEO Richard Anderson

rejected a request from the United States Marine Corps to run this year's Toys for Tots train, a lot of poor kids would be disappointed. Wrong.



BENNETT LEVIN

A modern-day hero stepped forward to save the day, aided by other heroes. Bennett Levin, well known as the owner of two restored ex-Pennsylvania Railroad E8s and other equipment (Philadelphia-based Juniata Terminal Co.), put together a first-class train of private equipment to aid the Marines in distributing toys along the train's traditional Southern Tier route through upstate New York.

Last summer, after Amtrak denied the USMC request, an unnamed intermediary approached Levin and arranged a meeting with the Marine

Toys for Tots staff in Albany. Levin did not say the Toys for Tots people were thrilled, but obviously they were. Eventually, Amtrak provided two baggage cars to store the gifts.

That was just the beginning. The greatest remaining concern was that Norfolk Southern would refuse to run the train (it owns the Southern Tier line, inherited from Conrail). But Norfolk Southern not only agreed to run the train, but did so with great enthusiasm.

Norfolk Southern CEO Jim Squires issued an enthusiastic statement, saying, "As a leading transportation provider, we believe in giving back to communities where we operate, and programs such as Toys for Tots allow us to do just that. Really, we are giving back to our neighbors, because we not only work in these communities, we live there as well. I extend Norfolk Southern's gratitude for the team effort that has moved this year's train forward, and to the United States Marine Corps, the Bennett Levin family and the volunteers who give tirelessly to make the season a little brighter for so many."

The Marine Corps was lavish in its praise of Norfolk Southern, Levin and others who made the train possible. "On behalf of the Commandant of the Marine Corps, all of us associated with the Marine Toys for Tots program, but most important from the thousands of less-fortunate children who will benefit from this magnificent event, my sincere thanks to all who have made it possible," said Pete Osman, the retired Marine lieutenant general who is president of the Marine Toys for Tots Foundation.

The train will begin its journey at Binghamton, N.Y., on Dec. 1 and make stops at Bainbridge, Oneonta, Cobleskill and Delanson. It will serve more than 160,000 children. Levin and everyone else connected with the train will be paid nothing for their time and service.

Levin, in an interview, asked why I hadn't asked who would play Santa Claus on the train. I admitted I just hadn't thought about it. There will be two Santas, he said, who will appear separately when children are around. He didn't know who one of the Santas would be, but he took delight in telling me one would be Ross Rowland, who provided the Bicentennial Train that

toured America in 1976. Rowland volunteered for the fun of it.

A lot of railroaders understood that if the Toys for Tots train didn't run, the public would blame the railroad industry, including the freight railroads, since no passenger train runs along the Southern Tier route. Amtrak deserves the blame for canceling the train at the last moment and refusing requests to reconsider. Amtrak's CEO probably will never understand how stupid and mean-spirited his decision was.

Sadly, unlike Dr. Seuss' "How the Grinch Stole Christmas," a classic story about someone who grows a larger heart and joins the season's celebration, there appears neither a heart nor redemptive quality associated with Richard Anderson. Amtrak may not be a freight railroad, but it does excel under Anderson in delivering children of lumps of coal that have replaced content and character.

Railway Age Editor's Note: "This harsh side of Anderson troublingly validates the culture of Donald Nyrop he tellingly absorbed while at Northwest Airlines," notes Railway Age Capitol Hill Contributing Editor Frank Wilner. Lumps of coal indeed! Either that, or the cold boxed Unhappy Meals Anderson has foisted on passengers on some long-distance trains.



### WITH NO POWER, AMTRAK PASSENGERS FIND THEY'RE BOXED IN FOR TOILET USE

NEW YORK, Nov. 27, 2018, Trains News Wire (Edited)  
When an electrically-powered train loses power, nothing works.

That includes toilets. And as a delay mounts, the train may not go, but passengers still have to.

Passengers on an Amtrak Acela Express stalled north of Penn Station for about five hours on Sunday dealt with a rather rustic solution, according to a report on Boston's *WBZ-TV*: a cardboard box became a makeshift toilet.

Passenger Nick Yeh told the station that an hour into the delay on Boston-bound train No. 2230, the crew opened doors on one side of the train "to help circulate air because it was starting to get warm and stuffy. Because we were out of power, the toilets were unflushable for the entire five hours we were waiting."

Another passenger, Beth Jacobsen, explained the solution, which involved some out-of-the-box thinking (although hopefully not activity of a similar nature). "What the stewardesses ended up doing was making a porta-potty out of a cardboard box," Jacobsen said.

Maybe the sturdy wooden packaging for those boxed lunches on some other Amtrak routes now makes more sense.

The train, with 299 passengers aboard, arrived in Boston about 8:20 p.m. It had been due at 1:35 p.m. An Amtrak spokesman told the *Boston Globe* the train stopped because of pantograph damage caused by "debris in the catenary."



### AMTRAK INVESTIGATING AFTER 'ADIRONDACK' CARS SEPARATE AT SPEED

STUYVESANT, N.Y., Nov. 26, 2018, Trains News Wire - Amtrak is investigating a Thanksgiving Eve incident in which the southbound *Adirondack* separated at speed. There were no injuries among the 287 passengers and crew on board. The incident occurred in Stuyvesant, about 17 miles south of Albany.

An Amtrak statement said the separation occurred between the first and

second passenger cars of the six-car train, and that “the train’s safety systems functioned as designed and immediately stopped both sections of the train at a safe distance,” according to the *Catskill, N.Y., Daily Mail*. The paper also reported that the National Transportation Safety Board will not be investigating the incident because there were no injuries and the train did not derail.

An *Albany Times-Union* report, however, says that two cars separated that had just been added to the train at the Albany-Rensselaer station stop. A passenger said the cars were “picking up speed” until a college student, Rensselaer Polytechnic Institute football player Rueben Clarke, used the emergency brake at the front of the car to stop the separated cars.

It was at least the second pull-apart incident for Amtrak this year. In February, semi-permanently coupled coaches of an Amtrak Acela trainset separated at 124 mph near Havre de Grace, Md.

#### AMTRAK NARROWS SEARCH FOR MASTER DEVELOPER FOR WILLIAM H. GRAY III 30<sup>TH</sup> STREET STATION

PHILADELPHIA, Nov. 20, 2018, AMTRAK MEDIACENTER – As part of the ongoing work to enhance the customer experience at the William H. Gray III 30th Street Station, Amtrak narrowed the list to four teams that will compete to be selected as Master Developer to update the historic station.

Several firms responded to a Request for Qualification (RFQ), and those who are on the list are the following, in alphabetical order:

- Brandywine Realty Trust: Brandywine, Pelli Clarke, Pelli Architects, WSP, CBRE
- G30 Collaborative: Meridiam, Gensler, Gannett Fleming, Turner Construction, Aramark, MarketPlace, WeWork
- PHL 30 Vision LLC: JLL, FXCollaborative, AKF, Pennoni, ARUP, Jingoli, JLL
- Plenary Infrastructure PHL: Plenary, SOM, Pennoni, Arora, Urban, AKRF, Gilbane Building, Johnson Controls, Vantage, Republic

The announcement of the four teams is part of the process that will result in the selection of a preferred developer who will assist in: introducing new customer amenities, reinvigorating the retail and commercial potential of the station, enhancing transit and pedestrian traffic flow, and expanding the station’s concourses to accommodate anticipated increases in ridership.

“The selection of the four teams is a significant milestone, as it represents the next step in realizing the future vision of the William H. Gray III 30th Street Station,” Amtrak Senior Program Manager Natalie Shieh said. “By partnering with the right development team, Amtrak will update this major transportation hub as a world-class gateway for the traveling public and Philadelphia.”

The nearly 100-year-old facility is the third busiest station in Amtrak’s national system, serving more than 4 million Amtrak customers and more than 8 million combined SEPTA and NJ TRANSIT rail commuters annually. Amtrak recently made capital investments at the William H. Gray III 30th Street Station totaling more than \$100 million, including the current refurbishment of the building facade, improvements to the public restrooms, replacement of the customer elevators and escalators, and restoration of the historic bronze entrance doors.

The next step in the process will be a Request for Proposals from the four teams, with a Master Developer decision by Amtrak in 2019.

#### HERITAGE DINERS AMONG LATEST CARS TO BE SOLD BY AMTRAK

*Company will consider requests for donation as it offers 99 cars deemed surplus*

BEECH GROVE, Indiana, Nov. 28, 2018, Trains News Wire - Museums and preservation groups are being offered a chance to request donations of heritage dining cars and other equipment among the latest batch of cars Amtrak is otherwise offering for sale.

The company has announced it is putting 99 additional passenger and baggage cars up for sale or donation, a month after it began accepting bids for a variety of cars and locomotives deemed to be surplus, a group most notably including five ex-Santa Fe Hi-level lounge cars.

Amtrak dining cars for sale					
Car No.	Heritage	Name	Built	Primary train	Retired
8502	Burlington	Silver Cuisine	1952	Twin Zephyrs	Feb 2017
8504	Burlington	Silver Restaurant	1948	Calif. Zephyr	Mar 2017
8507	Northern Pacific		1958	North Coast Ltd.	Apr 2018
8509	Northern Pacific		1958	North Coast Ltd.	Sep 2018
8510	Burlington	Silver Café	1948	Calif. Zephyr	May 2018
8511	New York Central	Grill lounge	1948		Apr 2015
8512	New York Central	Grill lounge	1948		Nov 2017
8521	Southern		1949	Crescent/Southerner	Jun 2016
8524	Southern		1949	Crescent/Southerner	Jul 2016
8527	Southern Pacific		1950	Sunset Ltd.	Aug 2017
8528	Southern Pacific		1950	Sunset Ltd.	Jun 2016
8532	Burlington	Silver Halter	1956	Denver Zephyr	Jun 2018
		Converted from coach to cafeteria car to diner			
8550	Northern Pacific		1958	North Coast Ltd.	Feb 2018
8551	Burlington	Silver Diner	1948	Calif. Zephyr	Feb 2017
8552	Northern Pacific		1958	North Coast Ltd.	Feb 2017
8553	New York Central	Grill lounge	1948		Mar 2018
8554	New York Central	Grill lounge	1948		Apr 2015
8558	Southern	Diner Lounge	1949	Southerner	Oct 2016
8559	Southern Pacific		1950	Sunset Ltd.	Jun 2016
Dining cars still on roster (not for sale)					
8505	Northern Pacific		1958	North Coast Ltd.	active**
8530	Pennsylvania	Molly Pitcher	1951	Congressional	active**
		Galley lounge			
8531	Burlington	Silver Bit	1956	Denver Zephyr	Apr 2018
		Converted from coach to cafeteria car to diner			
** Currently used as “consist fillers” on Illinois CN and Missouri UP trains					
Source: <i>Amtrak by the Numbers</i> , David C. Warner and Elbert Simon; Amtrak					

The latest offer includes 51 baggage cars built between 1946 and 1962, seven refrigerated express cars from Amtrak’s ill-fated ExpressTrak initiative 20 years ago, four Hi-level coaches that the Budd Company built for Santa Fe’s El Capitan in 1956, and 18 crew dormitory cars converted from former Union Pacific 10-roomette, six-bedroom sleeping cars.

But the most varied assortment of equipment is the collection of 19 dining cars. With Viewliner II dining cars beginning to arrive following production problems at CAF, USA’s Elmira, N.Y., plant, Amtrak began retiring heritage diners in 2015 and hastened the process by dropping them entirely from the New York-Miami Silver Star in 2016.

The cars are costly to maintain because replacement parts are no longer available; the largest expenses are incurred during truck rebuilding or custom body work.

The company’s conditions of sale announcement says it will consider donation requests from museums and preservation groups accompanied by a letter “stating the reason for the donation request and the intended use of the equipment should the donation be granted.”

Amtrak spokesman Marc Magliari tells *Trains News Wire* that “donation requests will be evaluated within the finance department,” but he declined to speculate on what plans might be viewed more favorably between competing proposals or who would make the decision.

Beginning next week, Amtrak will hold inspections at its Beech Grove Heavy Maintenance Facility near Indianapolis, where all but the refrigerated express cars and one crew dormitory are now stored. As in previous sales, the equipment is offered “as is-where is,” with no performance guarantees and an understanding that Amtrak will not perform any work required to

make the cars acceptable for interchange by a freight carrier. The bid document also states the equipment may not leave the property in Amtrak service and successful bidders must remove or dismantle it on site (if scrapped) within 90 days. The bid closing date is Jan. 4, 2019.

### PHILLY SOLARI BOARD MAY STAY PUT AFTER ALL

PHILADELPHIA, Dec. 13, 2018, Trains News Wire - A Philadelphia congressman may have persuaded Amtrak CEO Richard Anderson to keep the iconic Solari train annunciator board in place at 30th Street Station, according to reports in local media. It had been reported that the device would be retired and donated to the Railroad Museum of Pennsylvania.



SOLARI BOARD AT 30TH STREET STATION, PHILADELPHIA - PHOTO: DAVID WILSON, FLICKR CREATIVE COMMONS

Rep. Brendan Boyle said he had discussed the sign with Anderson during a phone call earlier this week. Boyle said Anderson told him the donation to the museum "wasn't a done deal." Boyle's call to Anderson may have been influenced by an

on-line petition to keep the sign in place that received more than 1600 signatures.

According to Boyle, Anderson was receptive to keeping the sign at 30th Street and even suggested it could be refurbished for continued use or replaced by a newer version that would be compatible with Amtrak's computer system. The current machine, installed in the 1970s requires obsolete Windows 95 technology to operate.

Boyle said that in spite of Amtrak's November announcement that the Solari board would be replaced in January 2019, it has not yet released bid documents for a new digital. If that's true, he said, perhaps the specifications could be revised to allow for flip-board manufacturers to bid.

A news release last month said the retired Solari board had been promised to the Railroad Museum of Pennsylvania at Strasburg. The museum is currently in the midst of a \$4.5 million upgrade of its exhibits, and the Solari board was to be part of that upgrade.



### WALL STREET ANALYST: CSX AND CP ARE THE MOST LIKELY MERGER PARTNERS

NEW YORK, Nov. 21, 2018, Trains News Wire - Class I railroad mergers are unlikely to occur in 2019, but if two of the major systems were to combine the most likely pairing would be between CSX Transportation and Canadian Pacific, a Wall Street analyst wrote in a research note this week.

"We believe investor interest in [mergers and acquisitions] has resurfaced after reports that CSX's corporate jet was recently flown to Calgary (where CP is headquartered) for the first time in several years," Wolfe Research analyst Scott Group wrote. "In addition, activist hedge fund TCI is now the second largest shareholder of CP and a major holder of three other rails. Lastly, CP's CEO Keith Creel spoke quite openly about his support for [mergers and acquisitions] at CP's analyst day last month."

Neither railroad would comment on the report.

But a railroad official pointed out that the CSX jet was in Calgary, Alberta, because CSX Executive Vice President Mark Wallace still has family in the area. Wallace was former CEO E. Hunter Harrison's chief of staff at CN, CP, and CSX.

The Wolfe report cited factors that make mergers more likely, including having a Republican administration in the White House.

Independent analyst Anthony B. Hatch of ABH Consulting disagreed with the conclusions of the Wolfe report.

First, he says London-based TCI — or The Children's Investment Fund — agitated for operational and financial improvement when it waged a proxy battle at CSX a decade ago. It did not urge CSX to seek a merger partner.

Second, while the Trump administration takes a more hands-off approach to regulation, Republicans are loathe to pick winners and losers in battles between corporate interests. Shippers, such as large chemical companies, would line up against any Class I railroad merger, Hatch says.

Third, Hatch says CP saw limited synergies from potential combinations with either CSX or Norfolk Southern, two railroads it approached from 2014 to 2016 when Harrison was at the helm in Calgary.

"The idea of CP starting this is far-fetched," Hatch says, noting that CP's previous efforts were all about bringing Harrison to a big U.S. railroad.

The Wolfe note did say that mergers would be unlikely to gain regulatory approval from the U.S. Surface Transportation Board and that tensions between the U.S. and Canada would make it difficult to win Canadian government approval for an American railroad to acquire CP.

### CSX TRANSPORTATION COMMITS TO BALTIMORE TUNNEL CLEARANCE PROJECT

BALTIMORE, Dec. 14, 2018, Trains News Wire - The on again, off again Howard Street Tunnel clearance project appears to be back on again after CSX Transportation committed \$91 million during a meeting with Maryland officials.

CSX CEO Jim Foote met with the Maryland congressional delegation on Thursday.

"We are pleased that CSX has reversed its position on the Howard Street Tunnel project and is once again supportive and willing to participate," U.S. Sen. Ben Cardin, D-Md., said in a statement.

CSX had long sought a partnership with the state and federal governments to raise clearances so that double-stack intermodal trains could run through the tunnel and access the Port of Baltimore.

The railroad stunned Maryland officials last year when then-CEO E. Hunter Harrison pulled out of the project.

Harrison later said he was philosophically opposed to accepting public funding because it could lead to government officials wanting a say in how the railroad is run. CSX officials also said the railroad could not justify the original level of investment required to raise clearances in the urban tunnel.

Foote, in a meeting with Maryland officials earlier this year, pledged to reconsider the railroad's decision.

But the \$91 million CSX says it will contribute to the project is \$44.5 million less than what the railroad had pledged before Harrison scuttled a deal to split \$270 million in costs with the state.

Maryland officials had applied for \$155 million in federal funding to cover the balance of the cost of the \$425 million project. Gov. Larry Hogan says the state will seek additional federal funding.

State and local officials view the project as vital for the Port of Baltimore, which currently lacks double-stack cleared intermodal service. The port has fallen behind its East Coast rivals in the era of ever-larger container ships.

With the completion of the first Virginia Avenue Tunnel project in Washington, D.C., in 2016, the Howard Street Tunnel remained the last major obstacle to double-stack service on CSX's Interstate 95 corridor between New Jersey and Jacksonville, Fla.

CSX has been raising clearances between Baltimore and Philadelphia in anticipation of new finished vehicle traffic from the Volvo assembly plant near Charleston, S.C., that began production this year.

Those clearance projects will support domestic double-stack service as well.



## [RUNAWAY TANKER CAR RUMBLES THROUGH THE LEHIGH VALLEY](#)

EMMAUS, PA, Nov. 19, 2018, The Allentown, Pa.

Morning Call -Here's a math question for scholars:

If a 74-ton rail tanker unconnected to a train engine starts rolling out of Emmaus and heads east, how far can it go before it's stopped?

Norfolk Southern workers got to see for themselves, when a tanker carrying paraffin wax rumbled off on its own Nov. 18. There were no reports of injuries or damage.

Paraffin wax is not classified as a hazardous commodity and is used in many industrial settings for products, including wax paper, polishes, pharmaceuticals and electrical insulators, according to Britannica.com.

The tanker was among rail cars Norfolk Southern delivered to an interchange point — a place where one rail carrier delivers or picks up freight — in Emmaus last Tuesday, said Norfolk Southern spokeswoman Susan Terpay.

The cars were delivered to a short-line railroad, she said.

East Penn Railroad, which operates 109 miles of track in eastern Pennsylvania and Delaware, has an interchange point in Emmaus. An East Penn official Monday said he hadn't heard about the incident but would look into it.

In any case, others were aware of it, including one rail fan with a video camera. A video posted to YouTube shows a black tanker rolling southeast through Bethlehem toward the Steelstacks complex.

It is unclear how the rail car got its start, Terpay said, noting it could have been a simple matter of gravity.

"The tiniest little bit makes a difference," she said. "What we may see as flat actually is a decline."

The car followed a track that parallels Riverside Drive on the south side of the Lehigh River.

The car activated crossing signals along the route, keeping the public safe from the runaway rail car, Terpay said.

Norfolk Southern employees were able to slow the car and board it at a slow speed, when they used a hand brake to stop it, she said.

The Federal Railroad Administration said it was aware of the incident and is investigating, said a spokesman.

One thing Terpay knows is that such events are "very, very unusual."

She also knew how far the rail car traveled, about 11 miles.

## [NORFOLK SOUTHERN ANNOUNCES NEW CORPORATE FUTURE IN THE CITY OF ATLANTA](#)

NORFOLK, Va., and ATLANTA, Dec. 12, 2018, Norfolk Southern News – Norfolk Southern Corporation today announced plans to relocate its headquarters to Atlanta.

"Alignment, collaboration, and accountability are the hallmarks of Norfolk Southern's plan to transform this company and its culture. Our new headquarters in Atlanta advances these key elements of success," proclaimed Jim Squires, chairman, president and chief executive officer, addressing employees this morning. "Our potential has always been great and now is greater still, as we bring together all of our headquarters functions into a single, integrated team."

"Norfolk Southern is grateful to the city of Norfolk and the commonwealth of Virginia for their support of our company over the last three plus decades," Squires continued. "We look forward to the continued growth of our business in the commonwealth as the many operating employees who remain serve the customers and promote economic development in this integral part of our network."

"As a major hub for both transportation and innovation, Georgia is a fitting

home for Norfolk Southern's new headquarters," said Georgia Gov. Nathan Deal. "As the No.1 state for business six years in a row, Georgia has become a preferred location for industry leaders such as Norfolk Southern who seek an expansive infrastructure network, a culture of collaboration, and ready-to-work communities. This announcement also reinforces Georgia's distinction as the Southeast's gateway to global commerce. We appreciate Norfolk Southern's significant investment in Fulton County and look forward to celebrating the company's future growth and continued success."

Atlanta Mayor Keisha Lance Bottoms added, "With a shared history dating back to 1846, we are proud Norfolk Southern now calls Atlanta home. This relocation was made possible, in part, by the passing of the Gulch deal and is a reminder that great things happen when our public and private sectors work together. Norfolk Southern will be a great addition to our city, and I look forward to partnering with them as we work to build OneAtlanta."

To create its new headquarters, Norfolk Southern is in advanced discussions to purchase a site from Cousins Properties at 650 West Peachtree St. NW, in the heart of Midtown Atlanta's growing intersection of corporate, technological, and academic power. In addition, Norfolk Southern intends to engage Cousins Properties to manage the development of its new headquarters. Details of this engagement are expected during the first quarter of 2019.

Progress on Norfolk Southern's move to Atlanta has already commenced and will span the next several years as the new headquarters is constructed.

Squires concluded, "Norfolk Southern values Atlanta's vitality and looks forward to contributing more of our own energy to its business, social, and community environments."

The Atlanta Journal-Constitution had previously reported that the railroad will receive \$23.7 million in tax breaks as part of its relocation, and promised to relocate or create 850 jobs while retaining more than 2,000 positions already in Atlanta. [This paragraph from Trains News Wire]



## [NORFOLK SOUTHERN HIGHLIGHTS SUSTAINABILITY ACHIEVEMENTS IN 2018 CORPORATE SOCIAL RESPONSIBILITY REPORT](#)

NORFOLK, Va., Dec. 10, 2018 - Norfolk Southern Corporation has released its 2018 Corporate Social Responsibility Report, detailing achievements that include record locomotive fuel efficiency and reduced greenhouse gas emissions.

This is the 11th year that Norfolk Southern has issued a report outlining the railroad's sustainability accomplishments and challenges. For the first time, the report incorporates the annual contributions report of the Norfolk Southern Foundation, the company's charitable giving arm.

"Our aim is to provide stakeholders a more complete picture of our activities to support the communities we serve and the role that philanthropy plays in the railroad's sustainability efforts," said CEO Jim Squires. In 2017, Norfolk Southern and its Foundation contributed more than \$10 million to non-profits across the railroad's system, from health and human service organizations to cultural, educational, business, and environmental groups.

Among achievements the report highlights, Norfolk Southern in 2017 improved locomotive fuel efficiency by 5 percent versus 2016, conserving 23 million gallons of diesel fuel and avoiding more than 233,750 metric tons of GHG emissions. The railroad has reduced its GHG emissions intensity by 15 percent since 2010 and lowered absolute GHG emissions for three consecutive years – delivering carbon- and cost-efficient service.

"As a freight rail transportation company," Squires said, "Norfolk Southern has a unique opportunity to help businesses both grow and achieve their sustainability goals, such as reducing their supply-chain carbon footprint."

In other achievements detailed in the report, Norfolk Southern in 2017:

- Reduced electricity use as measured in kilowatt hours by 4 percent and reduced overall energy costs by nearly 3 percent.
- Trained more than 8,100 emergency responders on how to prepare for and safely respond to potential transportation incidents involving hazardous materials.
- Received the American Chemical Council's Responsible Care® Partner of the Year Award for exemplary performance and safety record in the transport of chemical products during 2017.
- Rolled out its "Tell Me" safety campaign, focused on peer-to-peer safety communications and the company's goal to achieve zero accidents and injuries.
- Held its first "Inspire! Summit," a two-day employee workshop to promote diversity and inclusion at the company.

"Norfolk Southern is proud of the progress we have made on our journey to be the industry leader in corporate social responsibility," Squires said. "Every day, we aspire to industry-best performance – in safety, in service, and in stewardship."

#### NORFOLK SOUTHERN TO SPIN OFF BRANCHES, COMMUTER-LINE TRACKAGE RIGHTS IN NEW JERSEY, NEW YORK

WASHINGTON, Dec. 11, 2018, Trains News Wire - Norfolk Southern is spinning off branch lines in New Jersey and New York, along with related trackage rights on commuter railroads, to short line operators.

Dover & Delaware River Railroad will lease 27.2 miles of NS lines in Warren and Passaic counties in New Jersey. They include the Washington Secondary between Hackettstown and Phillipsburg, N.J.; the Old Road Industrial Track in Washington, N.J.; the Pompton Industrial Track in Wayne, N.J.; and the Totowa Spur in Totowa and Wayne.

Dover & Delaware also will be the operator of 80.7 miles of NS trackage rights over NJ Transit. These include the Morristown Line, Gladstone Branch, and Montclair Line, according to a Dec. 4 regulatory filing with the Surface Transportation Board.

Dover & Delaware will interchange with Morristown & Erie at Lake Junction, N.J., and affiliated railroad Dover and Rockaway River Railroad, at Chester Junction, N.J., and D&R Junction, N.J.

The two railroads are controlled by holding company Chesapeake & Delaware LLC, which also operates New Jersey short lines Belvidere & Delaware River Railway and Black River & Western.

The transaction will eliminate the need for NS to perform local service over its short, disconnected routes and interconnected lines owned by NJ Transit.

In southern New York, NS will lease the 1.9-mile Crawford Industrial Track in Middletown to the Middletown & New Jersey Railroad, along with 30.1 miles of trackage rights over Metro-North Commuter Railroad between Campbell Hall yard and Port Jervis, N.Y., according to a Nov. 29 regulatory filing.

NS owns the former Erie Railroad main line and leases it to Metro-North.

The 43-mile Middletown & New Jersey already operates several routes in the Middletown area and interchanges with NS at Middletown and Campbell Hall, as well as regional New York, Susquehanna & Western at Warwick, N.Y.



#### FUNERAL TRAIN COMPLETES BUSH'S FINAL MISSION

COLLEGE STATION, Texas Dec. 6, 2018, Trains News Wire - Former President George H. W. Bush has completed his final journey — by rail.

The casket carrying the remains of the nation's 41st president arrived in College Station at 3:45 p.m. on Thursday, aboard the

first presidential funeral train in almost 50 years. Later that afternoon, Bush was buried next to his wife Barbara and daughter Robin at the George H. W. Bush Presidential Museum and Library at Texas A&M University.



**CROWDS GREET THE GEORGE H.W. BUSH FUNERAL TRAIN IN NAVASOTA, TEXAS, ON ITS JOURNEY THURSDAY FROM SPRING, TEXAS, TO COLLEGE STATION - ZACH PUMPHERY**

The former president's journey by Union Pacific train concluded almost a week of mourning following his death on Nov. 30 at age 94. After lying in state at the U.S. Capitol and Wednesday's state funeral at Washington's National Cathedral — a ceremony attended by President Donald Trump and the four surviving former presidents — Bush's remains

were flown to Texas. On Thursday, following a service for about 1,000 mourners at St. Martin's Episcopal Church in Houston, a one-hour funeral procession brought the former president's casket to Union Pacific's Westfield Auto Facility in Spring, Texas. As the pall bearers removed the casket from the hearse, a military band struck up "Hail to the Chief" and "America the Beautiful." Former President George W. Bush and his brother Jeb, the former Florida governor and 2016 presidential candidate, stood at attention with their right hands over their hearts as the casket was carried onto the flag-draped car Council Bluffs, then boarded UP office car *Lone Star*. The train departed the facility at 1:02 p.m. and made a slow journey along the 70-mile route to College Station, allowing spectators a chance to pay their final respects and to photograph the rare special train. A Houston Chronicle report talked to mourners who had come from as far away as Arkansas to see the train; reported major roadways were closed to allow the train's passage; and said spectators — some weeping, many waving flags — lined the route even in the most sparsely populated areas.

A sliding side door on the *Council Bluffs* was removed and replaced with a clear panel, allowing spectators to view the flag-draped casket. After the train arrived in College Station, military pallbearers loaded into a hearse for the trip to the presidential library, where Bush was buried in a small private ceremony for family and friends — one punctuated by a 21-jet flyover of Navy aircraft in the "Missing Man" formation, the largest ever flown by the Navy to honor a fallen pilot or statesman.

The train was led by Union Pacific locomotive No. 4141, the SD70Ac named for the former president and painted in a scheme inspired by the famous Raymond Loewy design for Air Force One. CNN reported that the locomotive, dedicated in a 2005 ceremony attended by Bush, was to be retired at the completion of Thursday's trip. It is widely believed the locomotive will be donated to the presidential library.

Another recently painted SD70Ac, No. 9096, was second in the consist that included in order, a power car, domes *City of Portland* and *City of San Francisco*, office car *Lone Star*, dome coach *Harriman*, diner *Overland*, sleeper *Portola*, diner *City of Denver*, dome lounge *Walter Dean*, and business car *Kenefick*. The funeral train was preceded by about an hour by a pilot train carrying non-family members attending the burial service.

Like the former president, the train's crew members were Navy veterans, ABC News reported. Engineer June Nobles, a 15-year Union Pacific veteran, served nine years in the Navy. Conductor Randy Kuhaneck, an eight-year Navy veteran, is in his 23rd year at UP. The railroad picked the crew members because of their knowledge of the route and their Navy service.

A presidential historian speaking to CNN said Bush had planned the menu for the funeral train. The historian also said Bush's affinity for railroading started in 1942 when his father, Prescott Bush, accompanied him to Penn Station to see him off for his service in the U.S. Navy during World War II. The train is the first presidential funeral train since Dwight D. Eisenhower in 1969, and only the eighth in a tradition dating to Abraham Lincoln's funeral train in 1865.



### [VIRGIN TRAINS USA \(BRIGHTLINE\) REVEALS TAMPA EXPANSION DETAILS](#)

ORLANDO, Fla., Dec. 3, 2018, Trains News Wire (Edited) - Florida's Department of Transportation has formally approved documents by Brightline — now Virgin Trains USA — explaining how it plans to build the railroad right-of-way to expand service 88 miles from its Orlando International Airport station to Tampa, Fla. The action clears the way for the company to begin negotiating alignment and construction issues leading to lease agreements with the Central Florida Expressway Authority, which controls median development along State Route 417 and Interstate 4.

Tracks to Tampa would be built out of the airport station past Virgin's proposed maintenance facility and then follow a power-line corridor to a point near commuter operator SunRail's Meadow Woods station. This is on the north-south rail corridor between downtown Orlando and Kissimmee, Fla., now used by Amtrak and SunRail trains. The route would sweep south and west into the median of Route 417 and then into the middle of I-4.

The plan presumably gives SunRail an adjacent path to Virgin's rail corridor to eventually serve the Orlando airport, where space has been allotted to add platforms for commuter trains once funding becomes available. Platforms for the Virgin trains are already in place. Virgin must also negotiate with landowners, including CSX, for additional property needed to build right-of-way and stations, such as in downtown Tampa. Agreements are to be finalized by March 15.

The agreement with Martin County and CARE addresses concerns that had led Martin and Indian River counties to file lawsuits challenging Virgin's right to upgrade Florida East Coast Railway's most single-track route to double track supporting 110-mph operation. In return for dropping the legal action, Virgin says in the revised agreement, excluding Indian River County, that it will:

- Install vehicle presence detection and/or exit gates at 21 highway crossings;
- Install and pay for sidewalks at eight crossings where they don't now exist;
- Share equally in the cost of a pedestrian bridge in downtown Stuart, Fla.;
- Pay \$1 million toward fencing in the county;
- Pay for annual highway crossing maintenance costs above what the county pays now, estimated at least \$10 million, for 14 years after passenger service begins;
- Build at least one station in the county and pay half the cost;
- Elevate a portion of the St. Lucie River bridge to allow passage of more marine traffic when the drawbridge is down, promise consistent bridge openings of 15 minutes every hour, and pay for a full-time bridge monitor;
- And allow Loxahatchee River Bridge openings at a consistent time each hour, with closures no longer than 30 minutes.

Martin and Indian River counties will have spent more than \$8.2 million of taxpayer money in fighting the entity that morphed from All Aboard Florida to Brightline to Virgin Trains USA, according to the *TC Palm* website. That includes \$1 million Indian River is paying to challenge federal approval of Virgin's intention to sell \$1.15 billion in tax exempt private activity bonds. Indian River attorneys filed the suit in Washington, D.C. District Court last week, but the judge is not expected to rule immediately.



### [NJ TRANSIT ORDERS NEW EQUIPMENT FROM BOMBARDIER](#)

NEWARK, N.J., Dec. 13, 2018 Trains News Wire - NJ Transit's latest passenger equipment order has a new wrinkle on the agency's equipment needs.

The agency on Dec. 12 approved a 113-car, \$669 million order for bilevel cars with Canadian builder Bombardier, with future options to purchase an

additional 636 cars, along with 250 cars intended for Philadelphia-area operator SEPTA.



**A RENDERING SHOWS THE NEW BILEVEL EMU EQUIPMENT BOMBARDIER WILL BUILD FOR NJ TRANSIT.**

Addressing trains operating at capacity, limited station platform length, and the need to replace Arrow III EMUs that are over 40 years old, the new Multilevel III equipment will be fully compatible and interoperable with existing Bombardier bilevels to create

self-propelled electric multiple unit trains in a single fleet that can operate without locomotives.

The initial order will include 58 power cars, 33 cab cars, 16 trailer cars and six restroom-equipped trailer cars. The new equipment will combine EMU and push-pull technology for hybrid consists that the agency says will be more reliable, with lower costs and maintenance requirements. Operational flexibility will allow shorter trains on branch lines as well as longer trains operating on the Northeast Corridor. The bilevel equipment will offer 11 percent more seating than the single-level Arrow IIIs, while offering 2-2 seating as opposed to the Arrows' unpopular 3-2 seats.

Other features include USB ports, an infotainment system, LED lighting, power restroom doors, and on-board cameras. LTK Engineering Services, Inc. will assist NJ Transit in design and engineering for the equipment for a \$42-million contract.

Bombardier was selected to build the equipment over Chinese state rail company CRRC.



### [SEPTA SAYS FAREWELL TO THE AEM7s](#)

PHILADELPHIA, Nov. 3, 2018, Trains News Wire (Edited)

The last Toaster has run its last mile.

Philadelphia's commuter agency has traditionally saluted the retirement of elderly equipment from its fleet, and so it was on Dec. 1 when it operated a brief "Farewell to the AEM-7 Locomotives" excursion. This was the last such trip for the electric locomotives also known by their nickname, "Toasters" because of their boxy appearance: The only other operators, Amtrak and MARC, previously retired their versions.



**SEPTA AEM-7 No. 2301 PASSES THE WAYNE, PA. STATION ON DEC. 1, 2018 - PATRICK YOUGH**

The special train departed Paoli along the Paoli-Thorndale line, the original Pennsylvania Railroad Main Line, at 10:25 a.m. with stops at Wayne, Radnor, Bryn Mawr, and 30th Street Station with a final stop at Suburban Station in downtown Philadelphia. While at Suburban Station, passengers had an opportunity to visit SEPTA's western-themed holiday train on display. The return trip to Paoli

departed at 12:10 p.m., making the same stops on the return journey before terminating at Paoli.

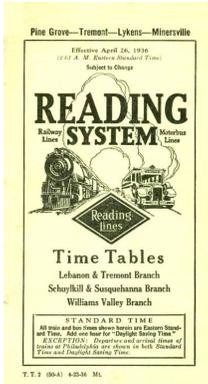
Besides their appearance, the units are best known as the electrics that replaced the legendary GG1 locomotives on the Northeast Corridor.

SEPTA's AEM-7s are more than 30 years old and have been replaced by newer, more powerful Siemens ACS-64 locomotives. Despite their age, they are in fine condition, having made only two round trips five days a week for most of their service lives.

EMD built 54 twin cab four-axle, 7,000-hp AEM-7s for Amtrak at its LaGrange

plant in the late 1970s and early 1980s. The Maryland Transit Administration, operator of MARC commuter service on the Northeast Corridor between Washington and Baltimore, rostered four; SEPTA purchased seven copies of the model.

Two have been preserved: Amtrak No. 915 at the Railroad Museum of Pennsylvania, and No. 945 at Illinois Railway Museum.



## TIMETABLE 01-19

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

**Saturday-Sunday, Jan. 5-6, 2019**

Columbia Historic Preservation Society HO Model RR Open House, 21 N. 2nd St., Columbia, PA 17512. Info: [www.tonysegro.com/cola](http://www.tonysegro.com/cola)

**Saturday & Sunday, Jan. 12-13, 2019**

World's Greatest Hobby On Tour at the Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA 19456 Info: [www.trainshow.com](http://www.trainshow.com)

**Saturday & Sunday, Jan. 19-20, 2019**

Greenberg's Great Train & Toy Show at the York Expo Center, 334 Carlisle Ave., York, PA 17404 Info: [www.trainshow.com](http://www.trainshow.com)

**Saturday & Sunday, Jan. 26-27, 2019**

Amherst Railway Society Railroad Hobby Show, Eastern States Exposition, 1305 Memorial Ave., West Springfield, MA 01089. Info: [www.railroadhobbyshow.com](http://www.railroadhobbyshow.com)

**Saturday, Feb. 2, 2019**

Super Saturday Streetcar Special XXV on SEPTA by the Wilmington Chapter, NRHS/Steve Barry. Info: [www.wilmingtonchaptertrips.com](http://www.wilmingtonchaptertrips.com)

**Saturday, Feb. 9, 2019**

Philadelphia Chapter, PRRT&HS Meeting at the Drexel Hill Methodist Church, 600 Burmont Rd., Drexel Hill, PA 19026. Info: [www.philaprrths.com](http://www.philaprrths.com)

**Saturday & Sunday, Feb. 16-17, 2019**

Greenberg's Great Train & Toy Show at the Chase Center on the Riverfront, 815 Justison St., Wilmington, DE 19801. Info: [www.trainshow.com](http://www.trainshow.com)

**Saturday, Mar. 2, 2019**

Thirty-Third Annual Harrisburg Railroad Show & Collectors Market sponsored by the Harrisburg Chapter, NRHS at the I. W. Abel Union Hall (Steelworkers Union), 200 Gibson St., Steelton, PA 17113. Info: Mark Irvin, 3814 Leyland Dr., Mechanicsburg, PA 17050. Phone: 717-732-3867 or [irvinwepfer@msn.com](mailto:irvinwepfer@msn.com). Donation at the door - \$5.00, under 12, free.

**Saturday & Sunday, Mar. 2-3, 2019**

Roundhouse Model Train Show at the B&O Railroad Museum, Pratt Street, Baltimore, MD. Info: [www.trainshow.com](http://www.trainshow.com)

**Thursday-Saturday, Mar. 21-23, 2019**

2019 NRHS Spring Conference in Birmingham, AL. Info: [www.nrhs.com](http://www.nrhs.com)

**Saturday, Mar. 30, 2019**

Philadelphia Chapter, PRRT&HS Meeting at the Drexel Hill Methodist Church, 600 Burmont Rd., Drexel Hill, PA 19026. Info: [www.philaprrths.com](http://www.philaprrths.com)

**Tuesday-Saturday, May 7-11, 2019**

2019 NRHS Convention in Salt Lake City, UT. Info: [www.nrhs.com](http://www.nrhs.com)



Railroad Museum of Pennsylvania

300 GAP ROAD, ROUTE 741 EAST  
STRASBURG, PA  
[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)  
717-687-8628

**Saturday, April 6, 2019 - Rails & Ales**



STRASBURG RAIL ROAD  
301 GAP ROAD, RONKS, PA 17572  
[WWW.STRASBURGRAILROAD.COM](http://WWW.STRASBURGRAILROAD.COM)  
1-866-725-9666

**Saturday, Feb. 16, 2019 - Start of 2019 operating season**

**Monday-Friday thru Nov. 8 2019 - Shop Tour at 12:00 P.M.**



**TRAIN TURNTABLE TO BE INSTALLED AT NVF SITE IN YORKLYN, DE.**

WILMINGTON, DE, Nov. 2, 2018, Dover Post - In October, a conspicuously large piece of machinery showed up on the back of a flat car, and parked itself right smack in the middle of where the NVF plant's many buildings once stood.

The Department of Natural Resources and Environmental Control's plans for the former National Vulcanized Fiber plant in Yorklyn are chugging ahead with its latest acquisition.

Turns out, it's a turntable, and part of the Auburn Valley Master Plan, which includes an agreement with the Wilmington & Western Railroad to install a new Yorklyn station.

Project manager Matt Chesser said the decision was made to find and install a turntable because otherwise, the locomotives would be pushing trains back to their station.

"This was identified early on by [WWRR] that this was something that would be neat for the public to see," Chesser said. "It's an interesting process to watch."

Chesser said a similar turntable exists at the Western Maryland Scenic Railroad in Frostburg, Md., where he said they visited to discuss its benefits.

As the hunt began – "they don't grow on trees," Chesser noted – someone at WWRR eventually spotted an ad for one at the Illinois Railway Museum in Union, Illinois.

"They had an extra one, turns out," Chesser said.

"They bought this one before they found a larger one that better suited their needs – they have some really big trains out there."

Chesser said representatives from the museum were appreciative that the turntable would be refurbished and put to work instead of being dismantled for scrap.

"They actually sold it to us for scrap value, which was about \$4,900," Chesser said, noting that the purchase also includes the pivot, curved rails, control box, and gears.

"It all needs to be refurbished, but it's all complete," he said. "It's been sitting outside for over a hundred years – it was originally built in 1910 by the American Bridge Company of New York, and it set up in a town on the south side of Chicago."

He added that the turntable fits in nicely with the other restored bridges and fixtures they've acquired for the Yorklyn site.

"We'll have a nice collection of things from around the country here soon," he said. "And it fits the story well – a turntable from 1910 in front of buildings from 1904."

WWR executive director David Ludlow said that he's excited to see the

plans moving forward.

The roughly 80-foot long turntable will be set into a circular concrete pit across from the Mill One building that will be even with the existing rail lines, with the pivot in the center.



**DECEMBER, 2018**

### **CHAPTER MEETING MINUTES**

The "Annual Christmas Party" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, December 17, 2018. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 27 members and 1 guest, Mike O'Dell. Mike is a friend of Chapter member Lou Hauck. Mike is also associated with "Steam into History."

**MINUTES:** President Tom Shenk asked for a motion to approve the October Membership Meeting Minutes. Steve Himpsl approved the motion and Smoke Shaak seconded the motion. The October Membership Meeting Minutes were approved as printed in the Lancaster Dispatcher. Tom reminded everyone to pay their Chapter and National dues. You should have received your dues letter by mail or on the computer and they get paid to Helen Shaak.

**CHAPLAIN:** In the absence of Chaplain David Stambaugh and Doris Geesey, Cindy Kendig announced Lorrie Steffy was treated at the hospital for fluid on her lungs. Helen Shaak reported Helen Snyder is still at the Moravian Manor in Lititz. Helen is doing well, but can not walk on her own. District 2 Director Charles Webb recently had cataract surgery. Drew Schlecker celebrated his 32nd birthday on Friday, December 14. Drew rode the Reading & Northern train to Port Clinton for his birthday.

**TREASURER'S REPORT:** Treasurer Richard Rutledge gave the Treasurer's Report for the month of November. Richard will be in contact with Stambaugh and Ness for them to do the Chapter's taxes.

**CHRISTIANA FREIGHT STATION OPEN HOUSE:** Steve Himpsl announced the Holiday Open House held on Saturday, December 8 had a total of \$364.54 in donations. The chapter always splits the donations with the Lions Club, who contributes and helps the chapter at the Open House. The Lions Club split was \$220.00 and the chapter received \$144.54. Sunday, December 9 donations were: \$74.98. Strasburg Rail Road ticket sales for both days: \$280.00. Railroadiana for both days: \$234.50. Steve Himpsl reported the Open House had around 650 people ride the hayride to see the light displays of Christiana. Tom Shenk would like to thank the following people who helped at the Open House this year: Richard & Jane Rutledge, Evan & Janice Russell, Kyle Mowday, David & Daniel Stambaugh, Richard Bullis, Toady Kennel, Dave Kauffman, Steve & Linda Himpsl, Glenn & Cindy Kendig, and Drew Schlecker. Steve also reported donations of 7 hard cover railroad books and 5 soft cover railroad books on November 29, 2018 from Ken Steckler. A framed Pennsylvania Railroad Steam Locomotive Print was donated on December 17, 2018 from Bob Billete.

**UPCOMING DATES:** Glenn Kendig announced there will be another Open House at the Christiana Freight Station on Sunday, January 6, 2019 from 1:00 p.m. to 5:00 p.m. Glenn also announced there will be no Chapter meeting on Monday, January 21, 2019. This date will be to take down and put away the Chapter Christmas decorations. Cindy Kendig announced the next Long Range Planning Committee Meeting will be on Monday, February 11, 2019. Everyone is welcome to attend this meeting. There will not be a Chapter Meeting for the month of February.

**ANNOUNCEMENTS:** Steve Himpsl announced Columbia Preservation is having a Railroad event May 2, 2019. They will have Speeders, some shops open, and display tables. Steve is planning on attending the meeting this week and see if the Chapter could set up a table at this event.

**ADJOURNMENT:** The Chapter Meeting was adjourned at 7:45 p.m. for the Chapter's annual "Christmas Party."

*Respectfully submitted by Donetta M. Eberly, Secretary*



### **LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS**

#### **CARLOAD EXPRESS EXPANDS DELAWARE OPERATIONS**

OAKMONT, Pa., Dec. 4, 2018, Trains News Wire - Carload Express, Inc. today announced a second expansion of rail freight service in the Delmarva Peninsula. Carload's Delmarva Central Railroad was selected through competitive bid to operate two rail lines owned by the State of Delaware, extending from Georgetown to near Harbeson, Delaware (the "Lewes Running Track") and from Ellendale to near Milton, Delaware (the "Milton Industrial Track"), a total of 11.7 miles. These lines, presently operated by Delaware Coast Line Railroad, connect with Delmarva Central at Ellendale and Georgetown, respectively.

The state-owned lines will be served by DCR's existing freight service, with connections to Norfolk Southern via DCR's interchanges at Clayton and Tasker, Del.

"We express our gratitude to Delaware Department of Transportation for having selected Carload Express to serve the customers on their rail lines" said president Mark Rosner. "We are proud to be able to introduce seamless service to the customers in eastern Delaware and deliver the customer-centric service we have come to be known for."

With this addition, which takes effect on Jan., 1, 2019, Delmarva Central Railroad's network will total 188 miles in Delaware, Maryland, and Virginia, serving more than 45 customers.

Carload Express Inc. operates four shortline railroads: The Allegheny Valley Railroad and Southwest Pennsylvania Railroad, serving western Pennsylvania; the Ohio Terminal Railway, serving the Ohio River Valley bordering Ohio and West Virginia; and the Delmarva Central Railroad, serving Delaware, Maryland, and Virginia on the Delmarva Peninsula. The company handled 90,000 shipments last year, equating to roughly 360,000 fewer trucks on local highways, lowering congestion and road maintenance costs, while significantly reducing carbon emissions and greenhouse gases. The company and its 85 employees operate 24 hours per day, seven days per week, serving more than 100 customers on 344 route miles of track.

#### **THIS MONTH'S BANNER PHOTO**

An eastbound RDC enters Black Rock Tunnel, Phoenixville, Pa. on a winter day in 1976.

#### **OPERATION LIFESAVER REMINDS YOU...**

An optical illusion makes it hard to determine a train's distance from you - and its speed.

#### **MEMBERSHIP RENEWAL NOTICES SENT**

Helen Shaak advises that Chapter Membership Renewal Notices were sent via email and postal mail on Dec. 9, 2018. You may use the emailed Renewal Notice or wait for the one in the mail, they are exactly the same.

This year, we are asking you to fill in all of your information to make sure we have the correct spelling of name, address, phone number with correct area code and email address (PLEASE PRINT OR WRITE LEGIBLY SO WE CAN READ YOUR INFORMATION).

If you would like the Chapter to remit your NRHS National Dues, please enclose a 2nd check. This way, National will receive your renewal quicker.

Mailing Address:

Harold L. Shaak, Jr, Renewal Officer

P O Box 813

Adamstown PA 19501-0813

Any questions, please call 717-484-4020 and leave a message.

Email: [hshaak@dejazzd.com](mailto:hshaak@dejazzd.com)

### “INSIDE THE BACK PAGE”

#### UPCOMING LANCASTER CHAPTER ACTIVITIES

**JANUARY 6, 2019** - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS OPEN HOUSE

Open House from 1:00 PM to 5:00 PM. An Open House after the Christmas holiday for a more laid back, leisure day to visit the station.

**JANUARY 21, 2019** - 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!

**FEBRUARY, 2019** - NO CHAPTER MEMBERSHIP MEETING THIS MONTH

**FEBRUARY 11, 2019** - MONDAY, 7:00 PM - CHRISTIANA FRT. STA. - LONG RANGE PLANNING COMMITTEE

**MARCH 10, 2019** - SUNDAY, 2:00 AM - DAYLIGHT SAVING TIME BEGINS. TURN CLOCKS AHEAD ONE HOUR

**MARCH 17, 2019** - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Join us for the first Regular Chapter Membership Meeting in 2019.

**APRIL 8, 2019** - MONDAY, 7:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER BOARD MEETING



ODD-JOB OZZIE . . . . . A NOISY START! . . . . . BY RAY THOMPSON



1957	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	1957	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
JAN	-	-	1	2	3	4	5	JUL	-	1	2	3	4	5	6
	6	7	8	9	10	11	12		7	8	9	10	11	12	13
	13	14	15	16	17	18	19		14	15	16	17	18	19	20
	20	21	22	23	24	25	26		21	22	23	24	25	26	27
FEB	27	28	29	30	31	-	-	28	29	30	31	-	-	-	
	-	-	-	-	-	1	2	4	5	6	7	8	9	10	
	3	4	5	6	7	8	9	11	12	13	14	15	16	17	
	10	11	12	13	14	15	16	18	19	20	21	22	23	24	
MAR	17	18	19	20	21	22	23	25	26	27	28	29	30	31	
	24	25	26	27	28	29	30	-	-	-	-	-	-	-	
	31	-	-	-	-	-	-	1	2	3	4	5	6	7	
	-	1	2	3	4	5	6	8	9	10	11	12	13	14	
APR	7	8	9	10	11	12	13	SEP	15	16	17	18	19	20	21
	14	15	16	17	18	19	20		22	23	24	25	26	27	28
	21	22	23	24	25	26	27		29	30	-	-	-	-	-
	28	29	30	-	-	-	-		-	-	1	2	3	4	5
MAY	-	-	-	1	2	3	4	OCT	6	7	8	9	10	11	12
	5	6	7	8	9	10	11		13	14	15	16	17	18	19
	12	13	14	15	16	17	18		20	21	22	23	24	25	26
	19	20	21	22	23	24	25		27	28	29	30	31	-	-
JUN	26	27	28	29	30	31	-	NOV	-	-	-	-	-	1	2
	-	-	-	-	-	-	-		3	4	5	6	7	8	9
	2	3	4	5	6	7	8		10	11	12	13	14	15	16
	9	10	11	12	13	14	15		17	18	19	20	21	22	23
JUL	16	17	18	19	20	21	22	DEC	24	25	26	27	28	29	30
	23	24	25	26	27	28	29		-	-	-	-	-	-	-
	30	-	-	-	-	-	-		1	2	3	4	5	6	7
	-	-	-	-	-	-	-		8	9	10	11	12	13	14



PENNSYLVANIA  
RAILROAD

THE 1957 PRR WALLET CALENDAR IS ALSO APPROPRIATE FOR 2019

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**CHAPLAIN:** CELL PHONE 717-683-3053

**MEMBERSHIP MEETING NOTICE**

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

**HOLIDAY STATION CLEAN-UP**

**CHRISTIANA FREIGHT STATION, CHRISTIANA, PA**

**MONDAY, JANUARY 21, 2019, 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**



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$20; \$22 FOR FAMILY MEMBERSHIP, PLUS \$12 IF YOU DESIRE A MAILED NEWSLETTER. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@DEJAZZD.COM.

**PLEASE DELIVER PROMPTLY  
FIRST CLASS MAIL**

FIRST CLASS MAIL

*Forwarding and Address Correction Requested*

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