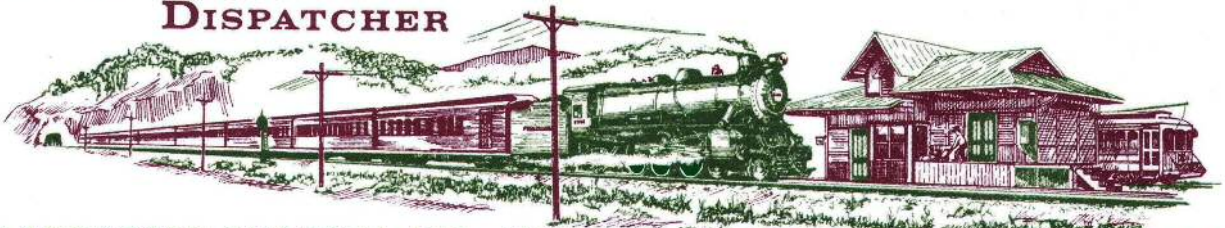


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A vintage advertisement illustration for the New Haven Railroad. The scene is set in a snowy winter landscape. A large wooden archway in the foreground has a red banner that reads "HOMETOWN - NEW ENGLAND". Below the archway, a train car labeled "NEW HAVEN" is stopped. People in winter clothing are gathered around the train, some holding gifts. A woman in a red coat is standing on the train's steps. In the background, there are houses and cars. The overall atmosphere is festive and cozy.

"We'll be home for **Christmas** for sure . . .
We'll take the **NEW HAVEN**"

Christmas is a day to share with your family. It's your most important appointment of the year. To be sure to keep that appointment—go home for Christmas on the New Haven. You travel in comfort all the way. And regardless of weather, you arrive on time . . . and in time for that traditional Christmas Eve family gathering. Don't disappoint the folks at home—don't let weather delay your Christmas vacation. Be sure of getting there safe and sound—go home. *for Christmas on the New Haven.*

New Haven
RAILROAD

Carano

New Haven Railroad and New England Transportation Company serve New York and the great industrial and recreational states of Massachusetts, Rhode Island and Connecticut

NEW HAVEN RAILROAD ADVERTISEMENT FROM THE NEW YORK TIMES MAGAZINE - 1953



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”

Holiday Greetings



AMTRAK “AUTUMN EXPRESS” TRAIN RETURNS

WASHINGTON – Due to popular demand, the Amtrak Autumn Express operated on Saturday and Sunday, November 8 and 9, 2014. The rare trip traveled through small towns and historic tunnels along a route that has not seen regular passenger service in decades.



AMTRAK'S AUTUMN EXPRESS APPROACHES NEVERSINK ROAD IN LORANE, PENNSYLVANIA ON NOV. 9, 2014 - PHOTO BY KEVIN PAINTER

The trip departed Philadelphia's 30th Street Station and traveled on the former PRR High Line on Saturday. On Sunday, it traversed the CSX on the east side of the Schuylkill River and through Park tunnel under The Museum of Art, following the Schuylkill River and through the countryside on the former Reading Company. Notable landmarks included Norristown, Phoenixville, Pottstown, Reading,

Wernersville, Robesonia, Womelsdorf, Richland, Myerstown, Lebanon, Annville, Palmyra, Hershey, Hummelstown, Rutherford Yard, Harrisburg, Harris Tower and Rockville Bridge...through scenic Montgomery, Chester, Berks, Lebanon and Dauphin Counties. Highlights included some of the oldest train tunnels still in use, the Flat Rock Tunnel, built 1836–1840, and the Black Rock Tunnel in Phoenixville, opened in 1838.

This year's train was a 16-car all-Amfleet I set with two café cars, a set that is generally kept together during the fall for special trips. Both were pulled by two P42 diesels and were trailed by the Metroliner 9800 club car, one of the original 1967 Metroliner cab cars, which served as a crew lounge. This year's power was the Veterans' locomotive, No. 42, and the bloody-nosed Heritage unit, No. 156. Bruce Van Sant, Amtrak's Director of System Operations, who was responsible for organizing the trip, boasted over the Public Address that the train was 0.27 miles long. When it pulled out over the Rockville Bridge, it occupied the entire span.

After a brief stop on Rockville Bridge near Harrisburg, Pa., the train backed onto the Buffalo Line using the wye to turn the train for the return trip to Philadelphia.

Amtrak Conductor Rich Bernhart and Assistant Conductor and Chapter Member Dale Secker provided a memorable experience for all riders.

A commentary on the train and route of the Amtrak Autumn Express by Malcolm Kenton may be found at the following link: <http://cs.trains.com/trn/b/observation-tower/archive/2014/11/12/amtrak-39-s-autumn-express-rare-mileage-in-hot-demand.aspx> [Information from Amtrak and Malcolm Kenton]

AMTRAK RIDERSHIP AND REVENUES CONTINUE

STRONG GROWTH IN FISCAL YEAR 2014

WASHINGTON - Oct. 27, 2014 - Amtrak posted record ticket revenues for its Fiscal Year 2014 ending Sept. 30, and achieved an increase in ridership over the prior fiscal year, reflecting strong continued demand for passenger rail. However, meeting future growth in passenger demand requires investing

in the infrastructure that supports intercity passenger rail and resolving unacceptable congestion delays caused by freight railroads that own the tracks.

For Fiscal Year 2014, ticket revenues reached \$2.189 billion, up 4.0 percent from the prior year. Ridership was more than 30.9 million, an increase of 0.2 percent over adjusted FY 2013 numbers. The slower growth in ridership than in recent years is due, in part, to a harsh winter season and on-time performance issues associated with freight train delays and infrastructure in need of replacement.

With ridership of 11.6 million, the Northeast Corridor (NEC) had its highest ridership year ever in FY 2014, up 3.3 percent from the prior year. However, ridership on long-distance routes and state-supported services declined by 4.5 percent and 0.6 percent, respectively.

The Acela Express and the Northeast Regional services each set a new ridership record. In particular, Acela showed strong popularity, with 28 days where the number of trips topped 14,000 as compared to just five such days in the previous year. Eight other routes also set ridership records, including Adirondack, Auto Train, Albany-Niagara Falls-Toronto, Blue Water, Capitol Limited, Empire Service, Piedmont, and Washington-Lynchburg.

“Amtrak is clearly selling a product that is very much in demand,” said Amtrak Board Chairman Tony Coscia. “Achieving strong ridership and revenue despite the challenges with aging infrastructure and freight rail congestion demonstrates Amtrak's commitment to improving

its financial and operating performance, and is a credit to Amtrak's management and staff. It is now time to leverage Amtrak's successes in increasing ridership and improving performance by making much-needed investments in our nation's passenger rail system.”

“As more and more people choose Amtrak for their travel needs, investments must be made in the tracks, tunnels, bridges and other infrastructure used by intercity passenger trains particularly on the Northeast Corridor and in Chicago,” said Amtrak President and CEO Joe Boardman. “Otherwise, we face a future with increased infrastructure-related service disruptions and delays that will hurt local and regional economies and drive passengers away.”

Boardman explained that nowhere is the connection between passenger rail and economic growth stronger than in the NEC, but its infrastructure continues to age and suffers from a chronic case of long-term underfunding. He said a new federal policy and funding arrangement is needed to create a significant and reliable multi-year capital investment program to reverse the decay of NEC infrastructure and support other intercity passenger rail projects across the nation.

Further, many long-distance and state-supported trains operate over tracks owned and dispatched by freight railroads that could benefit from infrastructure upgrades to improve the fluidity of the rail system. Not only are delays to passenger trains on these tracks increasing, but so, too, is the magnitude of those delays. On many of these routes, passenger rail has experienced a significant decline in on-time performance, lower ridership and revenue, and increased operating costs.

“The freight railroads simply have to do a better job in moving Amtrak trains over their tracks,” Boardman stressed. “Amtrak is prepared to take all necessary steps with the freights to enforce our statutory, regulatory and contractual rights to meet the expectation of our passengers for improved on-time performance.”

Amtrak is working with the freight railroads to address the congestion

situation and is also pursuing remedies through the federal Surface Transportation Board. In addition, Amtrak is open to supporting public funding to supplement freight railroad track capacity, but only after the operational and maintenance improvements under their own control have been exhausted and prove to be insufficient.

Additional Information

In FY 2014, Amtrak began counting actual lifted ridership for multi-ride tickets (due to eTicketing), rather than the estimated multi-ride ridership used previously. To ensure accurate comparisons, an FY 2013 ridership column has been included in the attached report with data re-stated using this same method. This change has no impact on ticket revenue. [Amtrak]

NORTHEAST CORRIDOR PLANNERS OUTLINE RAIL OPTIONS FOR THE PUBLIC

Federal planners have refined their choices for the future of the Northeast Corridor's passenger rail service, but have not attached cost estimates to any of the alternatives, from minimal service improvements to an entirely new high-speed corridor between Washington and Boston.

The "NEC Future" planners were in Philadelphia in November to discuss the plans and the process with the public.

The four broad alternatives outlined by the Federal Railroad Administration this week were the latest steps in planning for upgrading the corridor over the next 25 years.

A final proposal, including estimated costs and construction schedules, is to be released by late 2016, after environmental-impact studies are completed, project manager Rebecca Reyes-Alicea said.

The goal is to lay out a feasible plan for investing in the nation's busiest rail corridor through 2040, with proposals for updated equipment, more trains, new stations, and possible new routes.

Without an infusion of money to revamp the overcrowded and outdated corridor, the Northeast's economic future will be stifled, the FRA said. The region now generates 20 percent of the country's gross domestic product.

Any action to implement the FRA's plan would require approval and financing from Congress.

Although the FRA has not made any cost estimates yet, Amtrak has said it would require more than \$10 billion to simply restore the rail corridor to a state of good repair. Also, \$151 billion would be needed to develop a separate high-speed corridor between Washington and Boston to accommodate trains traveling at 220 m.p.h. and cut the travel time between Philadelphia and New York to 37 minutes.

The alternatives outlined by the FRA are:

No action. A "substantial" increase in maintenance and renewal spending from current levels, just to continue today's service in the 457-mile corridor through 2040.

Alternative 1. New rail service to keep pace with population growth, doubling train service and tripling the number of seats. Would include a new tunnel under the Hudson River with two additional tracks for service to and from Manhattan. It would not provide "meaningful travel-time improvements."

Alternative 2. New service and route improvements to grow rail service faster than the population. The entire corridor would have at least four tracks, with six tracks in New Jersey and southwestern Connecticut. A new downtown station in Philadelphia, with a stop at Philadelphia International Airport. (30th Street Station would continue to serve regional trains.)

Alternative 3. "Transformative" improvements, including a second high-speed route that would parallel the existing corridor south of New York City and take a new route north of New York. Would position rail "as a dominant mode for intercity travelers and commuters across the NEC."

The options are being developed to give the public and policymakers enough information to decide what rail service they want and how much they are willing to spend to get it, Reyes-Alicea said.

The current rail corridor, which handles more than 2,000 Amtrak, commuter, and freight trains daily, suffers from major congestion and delays, and "many components of the system are in a state of disrepair or worse, and have reached the point of obsolescence," the FRA says.

The full report on the preliminary alternatives is available at <http://www.necfuture.com/> [Edited from Paul Nussbaum, Philadelphia Inquirer Staff Writer]

NEW AMTRAK LOCOMOTIVE HONORS PAST PRESIDENT



**AMTRAK ACS-64 No. 600 AT WASHINGTON UNION STATION
AMTRAK PHOTO.**

WASHINGTON - Nov. 12, 2014 - Personal relationships have always meant a lot to former Amtrak President David Gunn, so it was no wonder he accepted an invitation to travel to Washington from his retirement home on Cape Breton Island, Nova Scotia, last week. Patricia Shaw, who was office manager during Gunn's tenure from 2002 to 2006, was getting a President's Service and Safety Award from current boss Joe Boardman last Wednesday, and

Boardman thought Gunn would like surprising her at the ceremony.

What the current Amtrak boss conveniently neglected to mention was the other surprise. "I knew something was up when they kept me away from the tracks at Union Station," Gunn tells *Trains News Wire*. "Then I really got suspicious when I recognized a master mechanic from Ivy City and he started describing problems in putting the name on the locomotive. When he realized that I didn't know what he was talking about, he cut the conversation off and pretended to be called away."

Gunn was soon recognized "for his leadership and dedication to 'America's Railroad'" at the same President's Service and Safety Award ceremony, but then Boardman led an entourage down to Track 20, one of the high level platforms typically utilized to board Acela Express passengers. The name "David L. Gunn" had been applied to ACS-64 No. 600, the first unit in the new class of electric locomotives. The unit was not only numerically, but the first motor to pull a train in revenue service Feb. 7, to appear on an Amtrak timetable, and to grace the cover of *Trains Magazine*.

"It was very gracious - and very touching," Gunn adds. "I was really honored that they were able to do this."

Gunn, now 77, had been lured out of a previous retirement in 2002 to helm a company on the verge of bankruptcy that had suffered through years of deferred maintenance. Working with limited funds to bring the Northeast Corridor up to a state of good repair under an administration that seemed to not appreciate his candor, it is only fitting that the locomotive David L. Gunn will be around to remind passengers waiting on platforms from Washington to Boston that the right leader in the right place at the right time can make an indelible and unforgettable contribution to an organization.



FEDERAL HIGHWAY ADMINISTRATION APPROVES CONSTRUCTION ALTERNATIVE FOR CSX'S VIRGINIA AVENUE TUNNEL PROJECT

JACKSONVILLE, Fla. - Nov. 4, 2014 - The Federal Highway Administration has approved a preferred construction alternative for CSX's Virginia Avenue Tunnel project, enabling CSX to complete the tunnel's design and initiate the construction permitting process. The decision marks the completion of an extensive environmental review of the project conducted jointly with the District of Columbia Department of Transportation, which incorporates three years of input from residents, businesses and government agencies in the southeast Washington, D.C., neighborhood around the tunnel.

The Federal government approved a proposal to modernize the 110-year old tunnel which will improve the flow of freight traffic through the District of Columbia and eliminate a rail-traffic bottleneck that also impacts commuter and passenger trains in the region.



The new structure will accommodate trains that can carry enough freight to remove the equivalent of 280 trucks per train from the nation's highways.

"The Virginia Avenue Tunnel is a critical piece of our national and regional transportation infrastructure," said Louis E. Renjel, Jr., vice president of strategic infrastructure initiatives for CSX. "Reconstructing the aging tunnel will eliminate a long-standing rail bottleneck that impacts freight and commuter rail, and it will increase the network's capacity ahead of anticipated growth in freight-rail traffic. Through CSX's commitment to the community, neighbors will enjoy improved streetscapes, additional green spaces, a new bike trail and other improvements as part of the project.

"While this decision is the end of the Federal environmental review process, it is just the beginning of a new phase of CSX's relationship with the community," Renjel said. "Input from residents shaped many features of this project and we are appreciative of their involvement. We are committed to doing this project the right way; safely, respecting our neighbors and working closely with residents and businesses to minimize impacts and to ensure that they are informed about construction plans."

CSX plans to use a new website, social media, events, briefings and other tools to maintain the flow of information to area residents and businesses. The company has an established community office in the neighborhood that is staffed during regular hours to allow visitors to learn more about the project and ask specific questions of company representatives.

CSX and its design/build contractor, Clark/Parsons, will now finalize the tunnel design and begin applying for construction permits in compliance with D.C.'s established construction-permitting process. Following the initial permitting process, utility relocations and other preliminary efforts will begin. Major construction is expected to begin in the next several months, following receipt of the required permits.

The CSX Virginia Avenue Tunnel team has voluntarily committed to hire workers and select contractors consistent with the spirit of the District of Columbia's First Source and Certified Business Enterprise programs.

In response to feedback from nearby residents, the alternative selected through this process has the shortest construction timespan (30 to 42 months) of any of the construction alternatives considered and ensures that trains will always operate in enclosed tunnels in front of nearby residences. The plan includes significant measures to reduce the construction impacts on nearby residences and businesses, including dust, noise and vibration monitoring and control plans; limited construction hours; and maintenance-of-traffic plans that ensure continued pedestrian access and vehicle mobility for all essential services throughout the process.

The Virginia Avenue Tunnel is part of CSX's National Gateway, an initiative to improve the flow of rail traffic throughout the nation by increasing the use of double-stacked intermodal trains and creating more efficient rail routes that link Mid-Atlantic ports with Midwestern markets for domestic and imported products. It is one of several infrastructure investments CSX is making to meet the growing demand to move more freight by rail across its network. The Virginia Avenue Tunnel, one of the largest components of the National Gateway program, is receiving no Federal funds.

The record of decision is available for review and downloading at www.virginiaavenuetunnel.com [CSX Corp.]

CSX SEEKS TO TRIM MANAGEMENT RANKS BY 300 POSITIONS

JACKSONVILLE, Fla. - Nov. 12, 2014 - CSX Transportation is seeking to

reduce the ranks of its management personnel, aiming to cut at least 300 workers by the end of the calendar year, the *Jacksonville Business Journal* reports. Most of the reductions will be at the company's Jacksonville headquarters.

CSX is offering buyouts to employees age 53 and older who have 19 years or more with the company. Employees are offered one year of salary or the option to add two years of age and one year of service, thus qualifying them for earlier retirement benefits.

"This is an effort to streamline management and reduce nonessential costs," CSX Vice President of Corporate Communications Gary Sease says. The company says decreased demand for coal is behind this cost-reduction initiative.

"Coal has declined with environmental regulations restricting the use of coal and with the advent of cheap natural gas," Sease says. "We have been and continue to be declining in profitable shipments, including coal. It's something we're cognizant of working to maintain profitability, with rigorous attention to cost."

In spite of those losses, the company is posting increased revenues and operating income and a lower operating ratio, compared with previous years.

Sease says the buyout program has just begun, so employees are still considering their choices in the matter. [Trains News Wire]



JIM SQUIRES: "LOOK TO - IF NOT OVER - THE HORIZON"

Keynote remarks by Norfolk Southern President James A. Squires, at Railway Age's 21st Passenger Trains on Freight Railroads Conference.

If you look at speeches by railroad presidents, they can have a soporific sameness. We hit all the usual themes—rail's role as a superior transportation alternative, the danger of regulation, and the scale of the continuing investments in our business. If you close your eyes, it can be difficult to tell who from which railroad is actually speaking.

So I accepted this invitation with the idea of saying something different. This conference has had the same theme for many years, and I'm just not sure there is much new ground I could cover when it comes to passenger trains on freight railroads. Fortunately, however, Norfolk Southern is in a different, maybe unique, position regarding passenger trains because we rely on access over them—primarily Amtrak—to reach some of our largest markets. So my intent today is to turn your conference topic on its head and instead talk about: Freight Trains on Passenger Railroads.

Norfolk Southern operates over passenger railroads—Amtrak and commuter operators—to reach more than \$1 billion of revenue. Our customers accessible only via passenger lines include automobile plants, major coal export terminals, chemical complexes, crude oil receivers, power plants, and grain over Amtrak to reach feed mills on the Delmarva Peninsula. And let me tell you, the revenue from that last market isn't chicken feed.

Railroading on passenger lines poses unique challenges for freight carriers. Passenger carriers usually own infrastructure because at one time, there wasn't much freight on the line—otherwise the freight carrier would have kept it! Sure, the Northeast Corridor is unusual in this regard, and has its own story, but even there the history is basically the same. Over time, the passenger operator has, naturally, focused on optimizing the route for passenger trains. And that means the infrastructure isn't necessarily suited for freight trains, especially if more freight shows up, or wants to move in bigger, heavier cars. Freight trains put different strains on passenger track—I am no "track guy," but have heard enough about, for example, superelevation to understand the tension between speed and tonnage. And now we have some of the same issues between passenger and freight versions of Positive Train Control.

So how do two different businesses manage to co-exist, while each is trying

to grow, when freight rail is the tenant? After all, “supply”—unused or new right-of-way—is not growing, and passenger facilities like stations mean that there is often less room to add freight facilities on passenger lines. And demand is up for both freight rail—Norfolk Southern hauled more than 9% more units in September than it did a year ago—and the public’s interest in new passenger rail operations seems bottomless as well. For example, Norfolk Southern is tracking 35 separate passenger expansion or new service proposals on our lines.

Thinking about the future of freight trains on passenger railroads, there are three strategies to consider.

To start, interoperability is critical. That may sound elementary, but just because different trains share the same track gauge doesn’t mean they are interoperable. According to legend, the U.S. railroad gauge is based on the width of a horse’s hindquarters, but that doesn’t mean we see the same farm wagons—some carrying passengers and some freight—running up and down the Northeast Corridor.

Fortunately, conventional passenger rail and freight rail can reasonably share the same infrastructure, and have done so as each has evolved over almost two centuries. In fact, sharing infrastructure is critical to the cost-effective provision of both passenger and freight rail over some of these routes, as our experience on the Northeast Corridor shows. And share we do.

I already mentioned what we move over the Northeast Corridor—coal, chemicals, chicken feed—all of which are essential to the economies of Maryland, Delaware, and many local communities on the eastern side of the NEC. The contribution NS makes to maintaining this access is itself not chicken feed. In fact, Norfolk Southern’s single largest trackage rights cost—both in absolute dollars and on a per-car-mile-basis—is paying Amtrak to use the Northeast Corridor. Our payments are more than \$20 million per year, even more remarkable given that our longest regular haul on the NEC is less than 40 miles.

The challenge comes in when we introduce different technologies. For example, light rail and “true” high speed rail—in the European sense—are big consumers of right-of-way and land and usually preclude shared infrastructure between passenger and freight. While light rail and high speed rail certainly have their place, planners may want to consider in some cases if conventional passenger rail solutions couldn’t address the same transportation challenges while continuing to allow interoperability with freight trains. But that’s not to suggest all the challenges of sharing infrastructure are passenger-caused—for example, freight’s desire to go higher, heavier, and even wider also raises interoperability issues, potentially frustrating passenger operations. So there are trade-offs on both sides.

Second, I would propose that we try and look to—if not over—the horizon. The greatest long-term constraint on both passenger and freight growth is right-of-way, and I’d propose that expanding the footprints of corridors—especially shared passenger and freight corridors—is the most forward-looking step we can take. For example, there may be freight-only corridors that are single-track now, but could accommodate passenger traffic if they were double-tracked. But even as that freight corridor becomes a shared passenger corridor, all we are doing is likely postponing a day of reckoning when either the passenger user or the freight user feels a capacity squeeze. And if it is a passenger-owned corridor, it is usually going to be the freight user who is unable to grow or relegated to windows and other service-unfriendly restrictions.

So the capacity crunch can be averted, or at least deferred far into the future, by acquiring land adjacent to existing corridors. While these long-term investments can be tough to justify in capital-scarce times, this land is surprisingly available. And land acquisition can be on either side of the corridor—a forward-looking corridor plan can provide for existing tracks to be shifted to accommodate new tracks. The same thing goes for corridor encroachments—the longer these encroachments are allowed to exist on

seemingly unneeded land, the more difficult and expensive they are to remove.

Another focus should be chokepoints that constrain the growth of freight business on passenger lines and vice versa. These chokepoints exist for a reason—they are usually difficult and expensive to fix. Otherwise, they would have been fixed long ago. But if you think about it, these difficult and expensive rail infrastructure projects may be better able to compete for limited public resources if they have both a compelling freight story and passenger justification. A great example is Amtrak’s Northeast Corridor bridge over the Susquehanna River at Perryville, Md. This bridge—originally built in 1906—is not only a critical link in the Northeast Corridor and used by more than 70 passenger trains a day, but also provides Norfolk Southern’s primary access to Baltimore. The bridge is speed-restricted, like a stoplight on an interstate highway, and is a chokepoint that consumes capacity and limits train movements over a wide radius. Amtrak, Norfolk Southern, MARC—whose commuter trains also use the bridge—and other stakeholders have been working on a new vision for the NEC and a new bridge. Given the expected cost of more than three-quarters of a billion dollars, it will take all of us pulling together to pull this off.

In an age where the United States seems to be in a perpetual “mobility crisis,” our rail networks—both passenger and freight—are success stories. Our rail networks are moving more people and goods, more cost-effectively, with a small environmental impact. Continuing that success story into the future means we need to be creative about how we wring the most use out of our networks, including freight trains on passenger railroads. *[William C. Vantuono, Editor-in-Chief - Railway Age]*

NORFOLK SOUTHERN AND THE DELAWARE & HUDSON PROPOSE RAIL LINE TRANSACTION TO SUPPORT RAIL SERVICE AND THE ECONOMY IN THE NORTHEAST

NORFOLK, VA., and CALGARY, ALBERTA - Nov. 17, 2014 - Norfolk Southern Corp. (NS) and the Delaware & Hudson Railway Co. (D&H), a subsidiary of Canadian Pacific Railway (CP) today announced a proposed transaction under which NS would acquire 282.55 miles of D&H rail line between Sunbury, Pa., and Schenectady, N.Y. The \$217 million sale, subject to approval by the U.S. Surface Transportation Board, would benefit customers, competition, and jobs in the northeastern United States.

“Acquiring this portion of the D&H provides for a more efficient rail transportation system by consolidating freight operations with a single carrier,” said NS CEO Wick Moorman. “Aligning the D&H track with Norfolk Southern’s 22-state network allows us to connect businesses in central Pennsylvania, upstate New York and New England with domestic and international markets while enhancing the region’s competitive rail and surface transportation market.”

The lines to be acquired connect with NS’ network at Sunbury, Pa., and Binghamton, N.Y., and would give NS single-line routes from Chicago and the southeastern United States to Albany, N.Y., and NS’ recently built Mechanicville, N.Y., intermodal terminal. NS also would gain an enhanced connection to its joint venture subsidiary Pan Am Southern, which services New England markets. Additionally, NS would acquire D&H’s car shop in Binghamton along with other facilities along the corridor.

“As we have stated in recent months, we’ve been in the process of negotiating the final details for the potential sale of the southern portion of our D&H line,” said CP CEO E. Hunter Harrison. “We are pleased to find a prospective buyer in Norfolk Southern.”

As part of the transaction, NS would retain and modify overhead trackage rights on the line between Schenectady, Crescent, and Mechanicville, N.Y., as well as Saratoga Springs, N.Y. The D&H would retain local access to serve customers in Schenectady and would maintain its access to shippers in Buffalo.

NS intends to retain its current employees and offer employment to about 150 D&H employees currently working in this area. Any adversely affected employees will be entitled to standard labor protections.

"This acquisition would preserve good-paying railroad jobs and set the stage for economic growth," said John Friedmann, NS vice president of strategic planning. "Absent this transaction and its efficiencies, we are concerned that rail service along much of New York's Southern Tier would be threatened with losing a crucial link to New England."

NS has submitted an application for the transaction to the U.S. Surface Transportation Board. The rail companies are proposing a schedule that would lead to approval during the second quarter of 2015. *[Norfolk Southern Corp.]*



FRA's SZABO HEADED BACK TO CHICAGO

Federal Railroad Administrator Joseph C. Szabo will be stepping down from the post he has held since April 2009 and, effective Jan. 1, 2015, will be on staff at the Chicago Metropolitan Agency for Planning (CMAP)—effectively returning to his Chicagoland roots.

Joe Szabo is the 12th Federal Railroad Administrator (FRA) and was the first to come from the ranks of rail workers. He is a fifth-generation railroader who for many years worked commuter and freight trains as a conductor in the greater Chicago area. From 2006 to 2009, Szabo was Vice President of the Illinois AFL-CIO. He served as Mayor of Riverdale, Illinois, a member of

the South Suburban Mayors Transportation Committee, and Vice Chairman of the Chicago Area Transportation Study's Executive Committee. In 2002, he chaired the Governor's Freight Rail Subcommittee and, in 2005, was assigned by the United Transportation Union International to the FRA's Railroad Safety Advisory Committee (RSAC), where he participated



JOSEPH C. SZABO - FRA PHOTO

in the development of rail safety regulations. Szabo has served on the Executive Council of Chicago Metropolitan 2020, focusing on Land Use Planning and Transportation issues and was a member of the Chicagoland Metropolitan Planning Council. *[Edited from Railway Age]*



IT'S OFFICIAL: 'SEPTA KEY' IS FUTURE OF FARE PAYMENT

PHILADELPHIA, PA - Oct. 23, 2014 - The speculation has an end: SEPTA has unlocked the mystery surrounding a name for what has been generically referred to as the New Payment Technology initiative.

The Authority today unveiled "SEPTA Key" as the official moniker for its fare modernization program. The announcement coincides with the launch of an updated section of the Authority's website regarding SEPTA Key at <http://www.septa.org/key/>. SEPTA will begin transitioning to the new fare system in 2015.

SEPTA General Manager Joseph M. Casey said SEPTA Key was selected as the program name because of the transformative nature of the initiative.

SEPTA Key ushers in the overhaul of the Authority's outdated fare payment and collection system. Current fare instruments such as tokens, paper tickets and magnetic stripe passes will be replaced by contactless payment devices.



SEPTA is currently testing the new technology and related equipment, including card readers, new fare gates and fare kiosks. Riders will notice additional equipment installations at transit stations to prepare for the start of pilot testing, which will begin in December and continue for several months. The timing of the SEPTA Key

public launch will be dependent on successful results from these field tests.

When the program is implemented, riders will be able to use a SEPTA Key branded card that can be purchased at station kiosks, SEPTA Sales Offices, from local retailers and online. Tokens - for many, the symbol of SEPTA's decades old fare system - will continue to be used during the initial SEPTA Key roll-out. SEPTA will give advanced public notice before tokens are phased out.

SEPTA will conduct a wide-ranging public outreach effort before and throughout SEPTA Key implementation. The SEPTA Key website will also give customers tutorials on how to use the system, along with news, updates and other details on the program. *[Edited from SEPTA]*



PRR, PRSL & LIRR EVENTS IN DECEMBER

Dec. 8, 1878 - North track of new iron truss bridge opens over Brandywine Creek at Downingtown, Pa.

Dec. 28, 1900 - PRR establishes interchange with Reading at Newberry Jct. west of Williamsport, Pa.

Dec. 28, 1905 - Work begins on new westbound freight yard at Hollidaysburg, Pa.

Dec. 4, 1910 - PRR announces that through passenger business at New York is up 15% in first week of new Penn Station operation; extra cars added to most long-distance trains; people continue to crowd station as sightseers.

Dec. 1, 1915 - Rahway, New Jersey station completed.

Dec. 29, 1925 - PRR holds first annual Christmas Party (a "big family party") at the Metropolitan Opera House in Philadelphia; entertainment and remarks of Pres. Atterbury are broadcast over radio station WIP between 8:15 and 9:30 PM; parties are held simultaneously at regional centers, including Altoona High School, the Edgewater Beach Hotel in Chicago, Buffalo, Cleveland, Canton, Dennison; party for the Central Region is held at the Syria Mosque with a choir of 800 children from Pitcairn.

Dec. 27, 1930 - Last passenger train operates between Downingtown and Lancaster, Pa., via New Holland.

Dec. 29, 1935 - Services of PRR and Delaware, Lackawanna & Western coordinated between Sunbury and Wilkes-Barre; through PRR sleeping car between Pittsburgh and Wilkes-Barre shifted to DL&W between Sunbury and Scranton; sleeper runs south to Harrisburg, where it is placed on main line trains; PRR grants trackage rights to DL&W between Northumberland and Sunbury.

Dec. 15, 1940 - PRR places 1,250-ton concrete coaling station in service at 28th Street Engine Terminal, Pittsburgh, Pa.

Dec. 31, 1945 - PRR purchases all Pullman heavyweight parlors and lightweight sleepers assigned to it; leases them back to Pullman Co. for operation; PRR buys 142 lightweight sleepers for \$7.56 million and 123 parlor cars for \$774,000.

Dec. 6, 1948 - Groundbreaking ceremonies held at 30th Street Station for resumption of work on Philadelphia Improvements, suspended since 1937; work to be done in six steps; to cost an additional \$22.5 million to PRR and \$48 million to city and state.

Dec. 8, 1950 - PRSL Cape May Real Estate Branch to Schellengers Landing closed.

Dec. 1955 - Single-tracking with CTC placed in service between Harrington, Del., and Cape Charles, Va.

Dec. 28, 1960 - PRR Board passes resolution endorsing Norfolk & Western-Nickel Plate merger.

Dec. 5, 1965 - Silverliners assigned to all local trains between Philadelphia and Harrisburg under new SEPTA program; schedule increased from 3 to 8 round trips with SEPTA funding; time cut from 2 hours to 1 hour, 45 minutes; 600-series Harrisburg trains take over Philadelphia-Parkesburg and Lancaster-Harrisburg commuter traffic; separate Lancaster-Harrisburg and Philadelphia-Parkesburg commuter trains discontinued.

Dec. 15, 1966 - PRR master room-observation lounge cars *Mountain View* and *Tower View* (dropped from the Broadway Limited on Dec. 12, 1966) placed on rear of Atlantic Coast Line's Florida Special for 1966-1967 season; also 1967-1968 season.

Dec. 21, 1967 - PRSL single-track line between West Haddonfield and Kirkwood opens on permanent relocation next to new (Lindenwold - Ed.) High Speed Line.

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

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TIMETABLE 12-14

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

SANTA AND CHRISTMAS TRAINS

Cape May Seashore Lines - www.the-santa-express.com

Middletown & Hummelstown Railroad -
717-944-4435 Ext. 1 - www.mhrrailroad.com

New Hope & Ivyland Railroad - 215-862-2332 -

www.newhoperailroad.com

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

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

Wanamaker, Kempton & Southern - 610-756-6469 - www.kemptontrain.com

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

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

Saturday and Sunday, Dec. 6-7, 2014

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

Saturday and Sunday, Dec. 13-14, 2014

Greenberg's Train & Toy Show at the Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Info: www.GreenbergShows.com

Sunday, Dec. 14, 2014 through Tuesday, Jan. 28, 2015

Baltimore Society of Model Engineers Open House at 225 W. Saratoga St, 3rd floor walk-up, Baltimore, MD 21144. 1:00pm to 5:00pm. Info: www.modelengineers.com

Saturday and Sunday, Jan. 10-11, 2015

NRHS Winter Conference, Advisory Council and Board of Directors' Meetings in Roanoke, Va. Hosted by the Roanoke Chapter.

Saturday and Sunday, Jan. 31-Feb. 1, 2015

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

Sunday, March 1, 2015

Spring Scranton Model Train Show, Radisson Hotel (former DL&W Station)

Friday and Saturday, March 27-28, 2015

East Coast Large Scale Train Show at the York Expo Center, 334 Carlisle Ave., York, Pa. Info: www.eclsts.com

Saturday and Sunday, March 28-29, 2015

World's Greatest Hobby on Tour at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ 08837. Info: www.wghshow.com

Saturday and Sunday, April 10-11, 2015

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

Wednesday thru Sunday, April 15-19, 2015

NRHS Spring Conference, Advisory Council and Board of Directors' Meetings & Association of Tourist Railroads and Railway Museums (ATRRM) Joint Conference at the Maryland & Pennsylvania Railroad Preservation Society, York, PA. Info: www.ATRRM.org

Tuesday thru Saturday, June 16-20, 2015

NRHS 2015 Convention at Rutland, Vt. Info: www.nrhs.com/2015_Convention



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday, Dec. 6 & 13, 2014 - Home For The Holidays



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Throughout Operating Season - Daily Lunch Train

Friday, Dec. 5, 12, 19, 2014 - The Night Before Christmas Train

Saturday & Friday, Dec. 6, 12, 19, 2014 - Christmas Feast - 7:00 pm

Saturday, Dec. 6, 2014 - Christmas Tree Train - 9:00 am only

Saturday, Dec. 6, & Friday, Dec. 12, 19, 2014 - Christmas Feast - 7:00 pm

Saturday & Sunday, Dec. 6-7, 13-14, 20-21, 2014 - Santa's Paradise Express

NOVEMBER, 2014

CHAPTER MEETING MINUTES

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



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS

PENNSYLVANIA DOT PROVIDES GRANTS FOR 86 MULTIMODAL PROJECTS

The Pennsylvania Department of Transportation (PennDOT) on Oct. 28 announced 86 projects in 35 counties will receive a total of \$84 million in Multimodal Transportation Fund grants.

In addition, five transit projects that applied for multimodal funding will receive a total of \$7.2 million. The grants — which require a 30 percent match from local sources — can be used for freight- and passenger-rail projects, as well as port, aviation and bicycle-pedestrian projects. PennDOT evaluated grant applications based on such criteria as safety benefits, regional economic conditions, technical and financial feasibility, job creation, energy efficiency and operational sustainability.

"All types of transportation drive our economy and [the fund] gave us the tools to ensure our non-highway modes receive the funding they need to maintain a connected transportation system," said PennDOT Secretary Barry Schoch in a press release.

The rail-related multimodal grants include:

- \$3 million to the SEDA-COG Joint Rail Authority to construct a new two-way industrial access road, realign a portion of the Nittany & Bald Eagle Railroad's mainline to accommodate the access road, and construct new sidings and operating tracks for First Quality Tissue's two existing facilities and a proposed new facility;
- \$3 million to the township of Abington to improve two existing Southeastern Pennsylvania Transportation Authority stations to enhance vehicular and pedestrian access;
- \$2.9 million to Biomass Global L.L.C. for rail infrastructure upgrades that support the operation of a new port facility to receive, store and ship wood pellets;
- \$1.9 million to Colona Transfer L.P. for upgrades to river cells, dock and rail turnouts, and track rehabilitation for the Colona Transfer facility originally built in the early 1930s;
- \$1 million to the Economic Progress Alliance of Crawford County to construct an 85-car unit-train loop track in the Keystone Regional Industrial Park that will connect with an existing Norfolk Southern Railway mainline and serve a Deerfield Farms Service grain elevator;
- \$848,010 to the Johnstown Area Heritage Association to rehabilitate a passenger station to serve the needs of Amtrak riders and to house a visitor welcome center;
- \$350,000 to Lower Makefield Township to install necessary safety measures at three grade crossings to alleviate train noise on a heavily traveled passenger- and freight-rail corridor; and
- \$243,750 to Three Rivers Marine & Rail Terminals L.P. to help design and construct five quad tie cells for barge mooring at the Glassport Terminal located on the Monongahela River and a CSX Transportation line.

[Progressive Railroading]



FORMER NEW JERSEY TRANSIT U34CH TAKES FIRST STEPS TO RESTORATION

BOONTON, N.J. – For the first time in more than a decade, a General Electric U34CH rolled along the NJ Transit main line. Last week, the United Railroad Historical Society of New Jersey moved the world's last surviving U34CH, No. 3372, from the New York &

Greenwood Lake's Passaic yard to the organization's restoration facility in Boonton. The group plans on restoring the locomotive to operation.



U34CH No. 3372 IN TRANSIT IN LATE OCTOBER. PHOTO BY MICHAEL WILLIAM SULLIVAN

URHS President Larry Gross says the locomotive's move was a big step forward in preserving an engine that played a big part of New Jersey railroading.

Thirty-two U34CHs were built for the New Jersey Department of Transportation, later NJ Transit, between 1970 and 1973 for use on the Erie

Lackawanna's commuter lines out of Hoboken. The locomotives were among the earliest GE units built exclusively for passenger service and some of the earliest locomotives to have head-end power, now standard on passenger engines. Because of the U34CH's head-end power, the engines had a unique and constant roar, even when they were stationary.

The locomotive, which was retired from service in 1994, had been in Passaic since 2000. In 2013, the group established a fund to move the engine. Within six months it had raised the \$2,500 to move it and contracted the Morristown & Erie Railway to do the job. This fall, volunteers started clearing the NY&GL's branch between Passaic and Garfield, which has not been used for five years. On Oct. 29, two M&E Alcos were dispatched to Passaic to bring the big GE home. No. 3372 was moved a mile down the former NY&GL spur before being moved onto NJT trackage for the 60 mile trip to Boonton. According to the URHS, the route was familiar territory for the former U34CHs. "This move would not have been possible without the cooperation of all four participating railroads: Morristown & Erie, NJ Transit, New York & Greenwood Lake, and Norfolk Southern," Gross says. "We also have to thank the many supporters who have donated to fund what we have done so far. This restoration project would not be possible without the continuing financial support of the countless U-Boat fans from New Jersey and beyond."

"We owe a big thank you to everyone who has donated to make this move possible. Now that 3372 is home in Boonton, we can give it a full mechanical evaluation, continue fundraising, and schedule a plan for operational and cosmetic restoration," says Steve Gerritsen, vice president of operations for the URHS.

The URHS is now looking to continue raising funds for the project. Donations can be made directly to the "Project U-Boat" via the URHS. Visit www.urhs.org for more information. *[Justin Franz - Trains News Wire]*



READING & NORTHERN EXECS HELP RELAY UKRAINIAN ANTHRACITE CONCERNS TO SEN. TOOMEY

Reading, Blue Mountain & Northern Railroad Co. (RBMN) President Wayne Michel and Executive Vice President of Marketing and Sales Dan Gilchrist recently joined anthracite industry representatives to discuss issues with U.S. Sen. Pat Toomey (R-Pa.).

The state's anthracite producers are concerned that Russia now is positioned to capitalize on its invasion into eastern Ukraine by flooding the U.S. market with cheap anthracite produced from coal mines in the region. Eastern Ukraine is a major international source for anthracite and coal produced in the nation competes directly with Pennsylvania anthracite used by steel mills and other companies in the Southeast.

"As the railroad that serves the Pennsylvania anthracite region, Reading & Northern stands with its customers in protecting this important Pennsylvania industry," RBMN officials said in a press release.

The meeting attendees also discussed regulatory issues as President Barack Obama's administration proceeds with what the attendees characterize as anti-coal policies and proposals.

The largest privately owned railroad in Pennsylvania, RBMN operates about 320 miles of track in the eastern part of the state. *[Progressive Railroading]*

THIS MONTH'S BANNER PHOTO

Wilmington & Western Railroad No. 98 awaits departure at Greenbank Station, Delaware on December 8, 2013. Photo by Mike Ciosek.



WE WISH EVERYONE A VERY MERRY CHRISTMAS AND A HAPPY, HEALTHY AND WEALTHY NEW YEAR FROM PENNSYLVANIA DUTCH "AMISH COUNTRY."

CHAPTER SENIORITY LIST

Traditionally, railroads recognize an employee's years of service milestones. The National Railway Historical Society also honors this tradition. At the Annual Chapter Banquet on November 21, 2014, Lancaster Chapter First Vice President Ron Irwin awarded service pins to the following Chapter Members, who have achieved a significant membership milestone.

50 YEARS

Archer L. Morgan, Jr.

25 YEARS

- Dennis A. Bricker
- Edwin H. Dilworth
- Elsie M. Dilworth
- Clair E. Gross
- Paul W. Hocker
- Sam Keeney, Jr.
- Kathryn Sweitzer


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

THINK THAT CRUDE OIL BY RAIL IS A NEW CONCEPT?



A B&O MIKADO ROLLS EAST THROUGH HALETHORPE, MD., WITH A SOLID TRAIN OF OIL FROM THE SOUTHWEST. WHEN GERMAN U-BOATS MENACED COASTAL SHIPPING DURING WORLD WAR II, MILLIONS OF BARRELS OF OIL SHIFTED TO THE RAILROADS FOR SHIPMENT TO THE EASTERN SEABOARD. B&O PHOTO.

Nice to have you with us The Lancaster Chapter, N.R.H.S. warmly welcomes new Chapter member Richard Lundgren. Thanks for joining - it's a pleasure to have you aboard!



Don't get sidetracked! Renew your NRHS membership today!



PHOTO BY DICK JOHNSON

All NRHS memberships expire December 31st unless renewed for 2015. If you have already sent in your 2015 renewal, we thank you for your continued support of the Lancaster Chapter and its programs. If you have not renewed, however, please do so now. Thank you.

Make this a Safe and Happy Holiday Season!



Always Expect a Train!

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**NATIONAL DUES, CHAPTER DUES AND N.R.H.S. UPDATE PRESENTED
AT THE LANCASTER CHAPTER ANNUAL BANQUET**

Good Evening

We are all gathered here because of an interest in railroading and railroad history. This is the very basis for the existence of the Lancaster Chapter and the NRHS on the National level.

As I am sure that most of you are aware, the national NRHS organization is, for a number of reasons, struggling with a financial situation which has resulted in many changes in the way the organization operates. National urgently needs the support of each of us to assure its continued existence. I am asking you personally to continue to support the national organization as you have in the past.

This past Summer, after the National Convention in Summerdale, AR a decision was made by the then existing administration to terminate the existing dues collection process for 2015. I believe that this decision was made because a proposal had been made to the New Business Model Committee that the NRHS cease to be an organization based on a dues paying membership and become one based only on donations and the previous President felt that this proposal would be approved. It was not. The National Board of Directors rejected it at a special meeting held on September 20, 2014.

The previous President faced opposition for the position this year and the membership voted to elect Al Weber of the Saint Louis Chapter to the position of National President. Al has a very difficult job ahead of him. I was very pleased with the way that he handled the meetings at the conference which was held this past weekend in Johnson City, TN. It was a refreshing change from the way these meetings have been conducted in the past.

A decision was made to re-instate the dues collection process for 2015. This is being worked on and it is hoped that it will be finalized and that renewal notices will begin to go out around the first of December.

The payment process for the National dues will be via electronic means. This is because this results in a large savings versus the handling and processing of checks. It is recognized that not everyone has a way to renew electronically so a method is being developed to cover these situations. I hope that this will be covered in the letters everyone will receive. The dues for National for 2015 remain unchanged at \$50 for the primary member and \$7 for each family member.

Since National is struggling with a serious cash flow problem due to the termination of the dues process we are asking every one to consider renewing immediately by going to the NRHS website at www.nrhs.com. There you would click on the Membership link at the upper right side of the page then click on Renew your membership on the left side of the page. You only need to fill in your name as it appears on your current membership card, your membership number and select the membership type from a drop down list and then click on the check-out link. Don't be concerned that you have to have a PayPal account. You do not. PayPal does process the payments but you can use Visa, Mastercard or Discover. I suggest you do not use a debit card unless you are certain that your bank will not charge you an ATM fee. It is known that some banks do charge such a fee.

Ron Irwin and I are working on a dues renewal letter to our chapter members which we hope to mail out the first week of December. The dues for Lancaster Chapter also remain unchanged at \$20.00 for the primary member and \$2 for each family member. There is one change which your Board of Directors adopted and which was passed by the membership at the October meeting. Due to the ever increasing in the costs of printing and mailing the *Lancaster Dispatcher* the method of distribution to all members will be via electronic means. If anyone desires to continue to receive a printed copy of the *Lancaster Dispatcher* there will be a \$12 surcharge to cover the costs. Our chapter does not have a way to accept dues payments electronically so your remittances must be by check, MO or cash.

For those of you who may not have a way to pay your National dues electronically or who would prefer to pay both National and Chapter dues

in a single payment we are working on a way for you to do that. I hope we will be able to include information on this in your dues renewal notice.

As I stated in the beginning, National needs the support of each of us. Please renew as I earlier suggested and also please consider making a donation to National. If you do make a donation please be sure to state that it is for general operations. Other functions which you can make donations for are the Grants program and RailCamp. Donations which are directed for a special purpose are restricted and protected and may not be used for general operations. Since National is a 501c(3) organization your donations are tax deductible and you will receive acknowledgment for tax purposes.

Another way you can help National in a big way and also have a great time is to attend the National Convention in Rutland, VT June 15-20. There are a number of rail related events planned several of which are rare mileage trips for those of you who are fans of this aspect. Complete information can be found on the NRHS website.

One more thing; Since the primary means of distributing the Dispatcher will be via email it is critical that we have valid email addresses for everyone. Please be sure to let me know of any changes in your email address.

Fred Kurtz

National Representative

Lancaster Chapter, NRHS

**CHRISTMAS HOLIDAY
OPEN HOUSE WEEKEND**

CHRISTIANA FREIGHT STATION, DECEMBER 20 - 21, 2014

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

DAILY SCHEDULE

SATURDAY, DECEMBER 20 - 3:00 PM TO 8:00 PM

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

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

HAY RIDES STARTING AT 5:00 PM

**LANCASTER CHAPTER, NRHS SALES TABLE - PURCHASE LAST
MINUTE GIFTS**

POPCORN - HOT DOGS - SNACKS - DRINKS WILL BE AVAILABLE

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

**HAY RIDES AROUND TOWN SPONSORED BY THE CHRISTIANA
LIONS CLUB**

SUNDAY, DECEMBER 21 - 1:00 PM TO 5:00 PM

FREIGHT STATION DECORATED FOR CHRISTMAS - TRAIN DISPLAYS

POPCORN - SNACKS - DRINKS WILL BE AVAILABLE

**LANCASTER CHAPTER, NRHS SALES TABLE - PURCHASE LAST
MINUTE GIFTS**

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****DECEMBER 4, 2014 - 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. Input from the Chapter Membership for the design and set-up of the train display would be greatly appreciated - see Glenn Kendig for further information.

DECEMBER 15, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHRISTMAS PARTY

Annual Chapter Christmas Party. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit!

DECEMBER 20, 2014 - SATURDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS OPEN HOUSE

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

DECEMBER 21, 2014 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS OPEN HOUSE

Open House from 1:00 PM to 5:00 PM. There's no better time to enjoy the Christmas decorated Station, popcorn, train displays and railroad artifacts. Truly, the Station at her finest!

JANUARY 19, 2015 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - HOLIDAY CLEAN-UP MEETING

Spiff up the Station from the Christmas Open House and holiday festivities. No program or speaker.

CHAPLAIN CONTACT INFORMATION

DAVID STAMBAUGH EMAIL: CHAPLAIN@NRHS1.ORG PHONE: 717-292-1726

IF YOU KNOW OF A CHAPTER MEMBER WHO IS SICK, LOST A LOVED ONE OR HAS A NEW BIRTH IN THE FAMILY, PLEASE CONTACT DAVID



LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT: TOM SHENK 717-560-1186 TSHENK@NRHS1.ORG
1ST VICE PRESIDENT: RON IRWIN 717-299-6405 RIRWIN@NRHS1.ORG
2ND VICE PRESIDENT: GLENN KENDIG 610-593-6313 GKENDIG@NRHS1.ORG
SECRETARY: DONETTA EBERLY 717-866-5514 DEBERLY@NRHS1.ORG
TREASURER: RICHARD RUTLEDGE 717-741-0205 RRUTLEDGE@NRHS1.ORG
EDITOR: ED MAYOVER 302-834-3662 EMAYOVER@NRHS1.ORG
HISTORIAN: EVAN RUSSELL, JR. 610-269-7054 ERUSSELLJR@NRHS1.ORG
CHAPLAIN: DAVID STAMBAUGH 717-292-1726 CHAPLAIN@NRHS1.ORG
1ST DIRECTOR: CINDY KENDIG 610-593-6313 CKENDIG@NRHS1.ORG
2ND DIRECTOR: STEPHEN HIMPSL 717-285-4283 SHIMPSL@NRHS1.ORG
NATL REP & WEB: FRED KURTZ 717-200-1551 FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE ANNUAL CHRISTMAS PARTY OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, DECEMBER 15, 2014, STARTING AT 7:30 PM.

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$20 PLUS \$12 IF YOU DESIRE A MAILED NEWSLETTER. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: RON IRWIN, 15 HIGHLAND DRIVE, LANCASTER, PA 17602-3313 OR EMAIL: RIRWIN@NRHS1.ORG.

**PLEASE DELIVER PROMPTLY
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Forwarding and Address Correction Requested

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

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