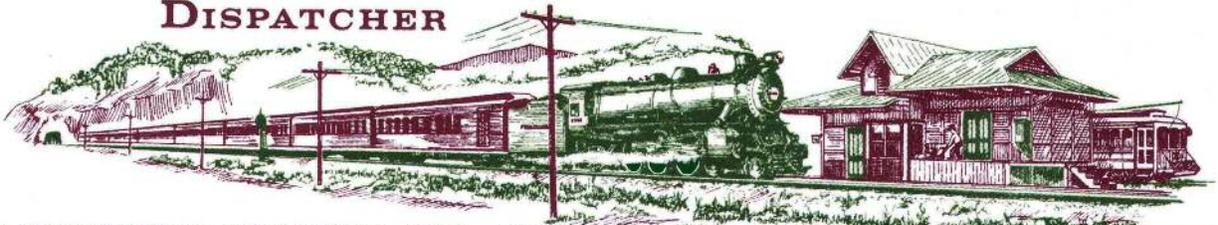


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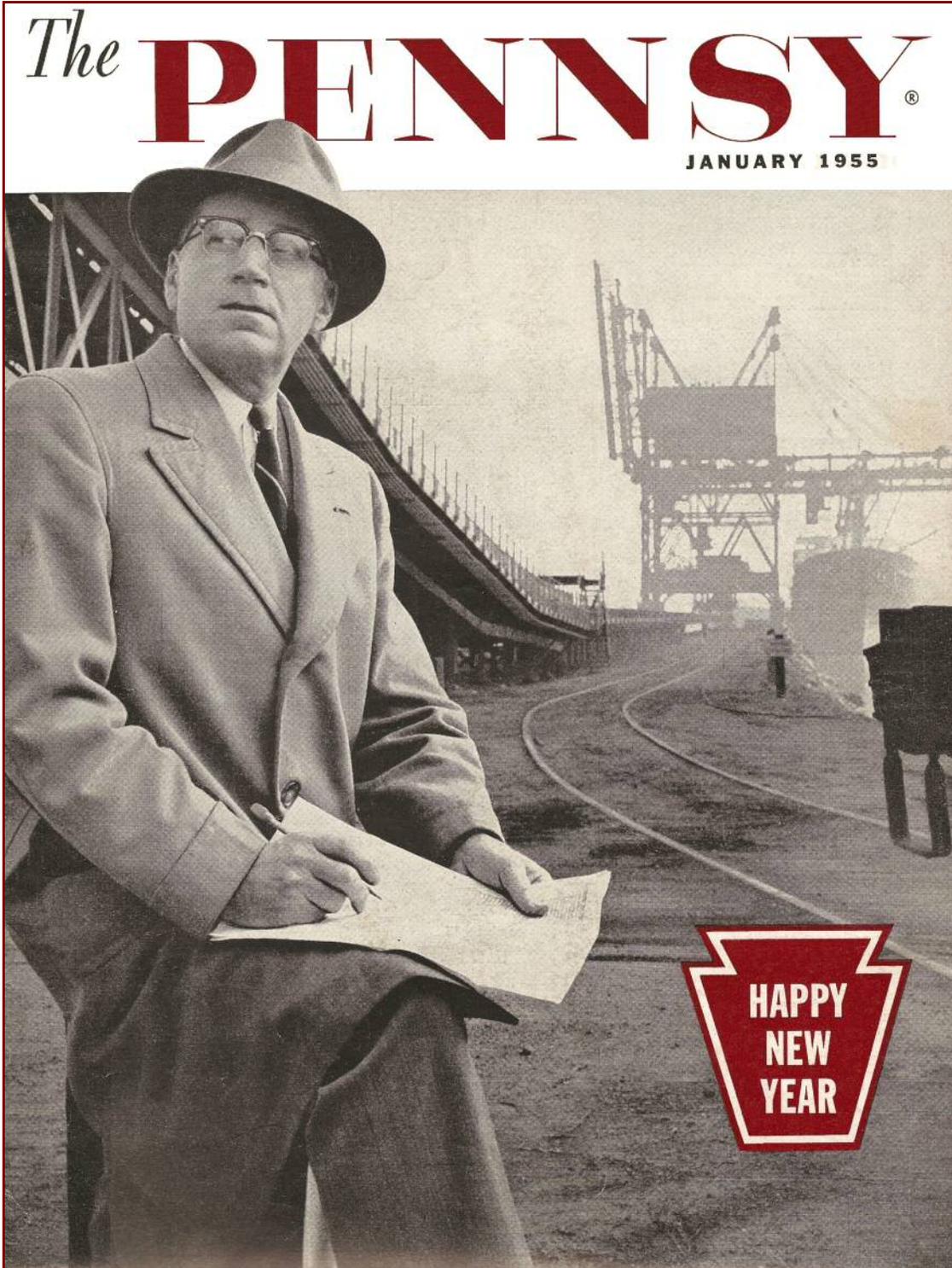


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 47 NUMBER 1

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

JANUARY 2016





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK SET TO EXTEND ROUTES IN VERMONT

A year ago, frustration ruled in Vermont's state capitol as the \$10 million application for the last 11 miles of rail between Rutland and Burlington to get continuous welded rail was rejected by the federal government. The frowns have now been turned into smiles as Amtrak said recently that the *Ethan Allen* could be extended from Rutland north to Burlington within four

years on the trackage known as the Western Rail Corridor. The area near Burlington is the most populous region of the state.

Half of the \$20 million funding for the project is coming from a federal grant and the rest matching state funds.

The other track along the line has already been upgraded. The single track line needs new sidings, passenger platforms and 13 new grade crossings. Welded rail is required for trains operating at 60 mph.

The state's director of policy, planning and intermodal development, Chris Cole, is ecstatic about the potential for rail passenger trains to travel from Rutland to Burlington and possibly Montreal. The link to Montreal was discontinued in 1995. The US and Canadian governments are working out a smoother and shorter border crossing process.

Last year, 107,000 passengers rode Amtrak trains to Vermont – a seven-percent increase over 2013. [Trains News Wire]

AMTRAK RIDERSHIP, TICKET REVENUE STEADY IN FISCAL YEAR 2015

Investment in infrastructure critical for future growth of passenger rail

WASHINGTON - Dec. 2, 2015 - Amtrak ridership and ticket revenue remained steady in its Fiscal Year ended Sept. 30, 2015, reflecting continued demand for passenger rail; however, significant and predictable investment is needed to ensure that intercity passenger rail will continue to deliver nationwide benefits including providing safe and reliable mobility and advancing America's economy.

For Fiscal Year 2015, unaudited ticket revenues reached \$2.185 billion, 0.1 percent below the prior year and ridership was more than 30.8 million, also 0.1 percent below the previous year, primarily due to service disruptions on the Northeast Corridor, significant weather events and lower gas prices.

Unaudited total revenue for the company was approximately \$3.2 billion for Fiscal Year 2015, 1 percent below the previous year. Operating cost recovery remained strong; Amtrak covered 91.1 percent of operating costs with ticket sales and other revenues.

In addition, Amtrak's unaudited adjusted operating loss was at \$306.5 million which was higher than the previous year.

“We continue to make smart investments and advancements to critical infrastructure and significant improvements to the passenger experience so that the company can continue providing mobility to more passengers and make the best use of our limited resources,” said Amtrak Chairman of the Board Tony Coscia. “This year's financial results show the resiliency of a company that faced a range of challenges and underscored the loyalty of our customers even during a period of low gas prices. Amtrak's Board and management remain committed to moving the company forward and providing vital transportation for the country's future.”

“This past year we continued to take America to where it needs to go, providing transportation to more than 30.8 million customers, which reflects continued strong demand and the value of our services,” said Amtrak

President & CEO Joe Boardman. “We have now carried more than 30 million passengers for five straight years, which is a testament to the value we bring to intercity travelers. However, critical investment is needed to ensure future growth of intercity passenger rail.”

With ridership of 11.7 million, the Northeast Corridor (NEC) had its highest ridership year ever in Fiscal Year 2015, up 0.5 percent from the prior year, led by Northeast Regional service that saw a 1.5 percent increase and set a new ridership record with more than 8.2 million trips.

To ensure continued reliable transportation on the Northeast Corridor, Amtrak, in partnership with New York, New Jersey and the Port Authority is looking forward to forming the Gateway Development Corporation to start work on the critical Gateway Program.

In addition, Amtrak formed the Blue Ribbon Panel to address the Chicago rail gridlock that is causing major delays for passengers and for freight shipments. [Amtrak]



AMTRAK, CONNECTICUT REACH FUNDING AGREEMENT ON HARTFORD LINE COMMUTER-RAIL SERVICE

HARTFORD, Conn. - Dec. 8, 2015 - Amtrak and the state of Connecticut have reached an agreement spelling out cost ceilings and a timeline for completing the Hartford Line commuter-rail route, Connecticut Gov. Dannel Malloy announced late last week.

Connecticut's State Bond Commission this week will vote to approve an allocation of \$155 million to complete construction of the future Hartford Line, according to a press release issued by Malloy's office. For its part, Amtrak will deliver service with a ceiling on costs and a timetable for wrapping up the project.

The bond commission's approval will bring the total funding for programs in this corridor to \$643 million, with \$208 million in federal funds and \$435 million in state funds, Malloy's press release said. The cost for upgrading the Hartford Line is \$570 million.

Now in the construction phase, the completed Hartford Line is expected to triple the number of trains between New Haven and Hartford, and double the service between Hartford and Springfield.

Four station projects are underway and due to be completed prior to the launch of service, while critical fiber optic signal cable and communication nodes are installed along the corridor to power the system and its positive train control components.

Each weekend, centuries-old and undersized culverts and drainage structures are being replaced. The roadbed is currently being excavated for a second track.

“Instead of letting this languish for years and years, we are stepping up to the plate as a state to stand up for better transportation, more jobs, and economic development. This is a transformative project — and we have a commitment to get it done,” said Malloy, adding that communities to be served by the line are planning transit-oriented development projects around their stations.

An additional \$73 million is being spent on related corridor investments, including adding a platform at the State Street station in New Haven, renovations at the Berlin station, continuing the design of five new stations

along the corridor and studying the realignment of the line in Hartford as part of the overall Interstate-84 viaduct alternatives.

Construction on the future Hartford Line will extend into late 2017, with a service launch no later than January 2018, Malloy's press release said.

The line will run along the Interstate-91 Corridor to connect New Haven, Conn.; Hartford, Conn.; and Springfield, Mass. [Progressive Railroading]



AMTRAK, PennDOT OFFER INITIATIVE TO EXPAND INTERCITY RAIL TRAVEL

Amtrak and the Pennsylvania Department of Transportation (PennDOT) have launched a new initiative, "PA Trips By Train," to increase interest and ridership on intercity rail in the state.

The initiative, which features a new website, www.patripsbytrain.com, that provides discounts on travel, offers excursion packages to popular events and destinations in Philadelphia, Harrisburg, Pittsburgh, New York City and points between, PennDOT officials said in a press release.

PA Trips By Train is viewed as a way in which PennDOT is supporting passenger-rail improvements and communities served by rail, they said.

"The Keystone and Pennsylvanian services offer family friendly, convenient transportation options to our residents," PennDOT Secretary Leslie Richards said. "These excursions are a great way to experience the culture and events our state has to offer while trying a different way to get there."

[Progressive Railroading]

AMTRAK CEO JOE BOARDMAN TO RETIRE

WASHINGTON - Dec. 10, 2015 - Amtrak CEO Joe Boardman says he'll retire late next year.

The surprise announcement Thursday in a letter to Amtrak employees comes one month after the passenger railroad's board of directors voted to extend Boardman's tenure for another two years.

Boardman says in the employee letter that he will step down in September 2016 after having served about eight years in Amtrak's top job.

"When I look back at this time I see so many accomplishments and so many changes we made to make America's Railroad a stronger, safer and a more important part of our nation's transportation system," Boardman says.

In an exclusive interview with *Trains News Wire* in Washington last week, Boardman gave every indication that he would continue. Retiring in 2017 would make his chief executive stint, which began in 2008, Amtrak's second longest after W. Graham Claytor, Jr., who retired in 1993 after serving 11 years. That won't change.

When asked what his immediate priorities are, Boardman says he wants to get Amtrak's Advanced Civil Speed Enforcement System version of positive train control installed on all sections of the Northeast Corridor by the end of 2015. He also spoke at length about equipment.

"We're really working hard to make sure we get the CAF (USA) deliveries for long-distance equipment," Boardman said of Construcciones y Auxiliar de Ferrocarriles, the passenger car maker with a factory in Elmira, N.Y. "We have all the baggage cars now, the dining cars are in the climate chamber, and then we move on to (the baggage dorms and sleepers)."

Regarding acquisition of high-speed trainsets for the Northeast Corridor, Boardman said, "I don't expect to be here when they get here, but I want to make sure they get ordered and that gets done before I leave." He said that Amtrak doesn't have, "a final figure from the vendor and we don't yet have approval on a Railroad Rehabilitation and Improvement Financing loan but we are doing all the due diligence that we are supposed to do to make that happen."

He said that he hopes to announce details on NEC trainsets within the next three months.

Reflecting on his last seven years as president, Boardman said, "Our debt is lower, our revenues are up, our ridership is up, our labor efficiencies

have improved. There's no question that we've got more to do — I think we're more incremental (recently) because we have so many things to move forward, like Americans with Disabilities Act improvements and implementation of all of the ideas and concepts that came out of the PRIA legislation. We're getting the Siemens electric locomotives—56 of the 70 of them have been delivered. I think we've gotten a lot done," Boardman said.

As for beefing up an aging fleet of Amfleet and Superliner I passenger cars from the 1970s and early 1980s that are older now than anything Amtrak inherited from railroads when it began operating in 1971, Boardman didn't expect to see any difference in the annual appropriations, but he points out that the new surface transportation legislation at least authorizes money for the "Gateway" Hudson River tunnel project, "and that means," he said, "that there's going to be capital money that needs to be made available for our national system and to replace and improve the equipment we have out there."

These are all items Boardman refers to in his letter to employees. He also says that he wants to give the Amtrak board plenty of time to search for and select a successor.



BNSF's ROSE: IF CP-NS HAPPENS 'WE'RE GOING TO PLAY'

FORT WORTH - Dec. 11, 2015 - In case you haven't heard, BNSF Railway is prepared to intervene in any merger proceeding involving Canadian Pacific Railway and Norfolk Southern, and to even seek out its own merger partner, the railroad's executive chairman told *Trains News Wire* on Thursday. "If it's going to happen, we're going to play," said Matt Rose in an interview with Fred W. Frailey.

Without explicitly saying so, Rose implied that the obvious partner for BNSF in a merger would be CSX Transportation. A CP-NS merger, he said, would have NS's profits being taxed at Canada's lower corporate tax rate, putting CSX at a competitive disadvantage.

At the same time, Rose said his own preference is to do nothing. "I always put myself in the minds of my customers. I just sense customers feel there has been too much consolidation and too much market power put in the hands of railroads."

But if there is to be a merger case before the Surface Transportation Board, BNSF will not sit idly by, Rose said. BNSF is owned by conglomerate Berkshire Hathaway, and as Rose puts it, "Everyone knows it has the firepower to do a major transaction."



CSX CORPORATION TO TRANSFER STOCK EXCHANGE LISTING TO NASDAQ

JACKSONVILLE, Fla., - Dec. 9, 2015 - CSX Corporation announced today that the company will voluntarily transfer its stock exchange listing from the New York Stock Exchange to The Nasdaq Global Select Market, effective after market close on December 21, 2015. The company's common stock will continue to trade under its existing "CSX" symbol.

"Moving to The Nasdaq Global Select Market provides new opportunities and synergies for CSX, and more closely aligns with the platform where most of our trading activity already takes place," said Frank Lonegro, executive vice president and chief financial officer, CSX. "This decision is consistent with our commitment to reduce costs and uphold consistently high standards of corporate governance."

"CSX Corporation is a critical player in the global supply chain and represents the type of growth-oriented and industry-defining companies that call Nasdaq home," said Nelson Griggs, Executive Vice President, Listing Services, Nasdaq. "We are proud to welcome CSX Corporation to the Nasdaq family and look forward to our long-term partnership with the company and its shareholders." [CSX Corp.]

CSX AND PARTNERS CELEBRATE GROUNDBREAKING, CONSTRUCTION OF PITTSBURGH INTERMODAL RAIL TERMINAL



SITE OF CSX INTERMODAL TERMINAL AT FORMER PITTSBURGH & LAKE ERIE RAILROAD YARD IN MCKEES ROCKS, PA - EARL BUGAILE PHOTO, TRAINS NEWS WIRE

McKees Rocks, Pa. - December 4, 2015 - Today, CSX joined with Allegheny County officials, local and state partners and members of the Stowe Township and McKees Rocks communities to celebrate the construction of the Pittsburgh Intermodal Rail Terminal. The \$60+ million facility, which is

expected to commence operations in 2017, will provide premier shipping logistics services to manufacturers and distributors in western Pennsylvania by supporting the reliable and efficient shift of long-haul freight from highway to rail, while strengthening the Commonwealth's transportation infrastructure and driving the region's economy.

"Together, we are making an investment here in Stowe Township and McKees Rocks that will transform an industrial space into a modern, state-of-the art facility," said Clarence Gooden, president, CSX. "None of this would be possible without the vision, dedication and commitment of our many partners in this project, including Allegheny County, Stowe Township and the McKees Rocks Borough, Allegheny Conference on Community Development and the McKees Rocks Community Development Corporation."

"It ties in with our Northwest Ohio Intermodal Terminal, and the one in Chambersburg," Gooden tells *Trains News Wire*. "There was a hole in the network. (The P&LE yard) was a natural fit."

Construction on the terminal began in September, with initial activity focused on demolishing existing buildings and clearing the site to prepare for major construction. The project is redeveloping the former Pittsburgh & Lake Erie (P&LE) Railroad Yard, which operated for more than 100 years on the 70-acre site.

Representatives from CSX, the Commonwealth of Pennsylvania, Allegheny County and local municipalities were on hand at the groundbreaking celebration to discuss the positive impact of the facility.

Since the site of the facility was announced in October 2013, the project has received broad-based support from local, county, state and federal level officials; economic development associations; community organizations and other stakeholders. Visit www.railpittsburgh.com for more information.

[Edited from CSX and Trains News Wire]

CSX TO REALIGN HUNTINGTON DIVISION, SOURCES SAY

HUNTINGTON, W.Va. - Dec. 7, 2015 - CSX Chief Operating Officer Cindy Sanborn is expected to make an announcement at the railroad's Huntington Division offices Tuesday, Dec. 8 to discuss the realignment of its coal-dominant Huntington Division.

Sources close to the railroad tell *Trains News Wire* that the announcements may affect job positions in management, train dispatching, and clerk positions. The Huntington Division covers from southern Tennessee to central Ohio and all the way to coastal Virginia, including all coal-dominant branch lines in eastern Kentucky and West Virginia.

More than 100 people are employed in various positions at the Huntington Division, including top division management, a regional vice president, directors and supervisors of train operations, more than 65 train dispatchers, 20 yardmasters, among others.

The division, subdivided as the Huntington West and Huntington East divisions cover more than 45 subdivisions from Etowah, Tenn., to Cincinnati, Ohio, and all 650 miles east to Newport News, Va., on the entire length of the original Chesapeake & Ohio mainline. The division also

manages the entire 275-mile length of the former Clinchfield Railroad mainline to Spartanburg, S.C., a route that was drastically downsized in October. Coal branches from eastern Kentucky to southern West Virginia are also included in the division and account for an additional 200 miles of railroad.

A CSX representative contacted by News Wire says the company does not have announcement as of Monday afternoon.

"CSX constantly evaluates its resources to match its workforce and network with business demand in order to keep the company strong and competitive while delivering reliable, safe service for our customers," says railroad spokeswoman Melanie Cost.



RAIL AGENCY, PENNSYLVANIA SHORT LINE PARTNER ON TRACK PROJECT

HOMER CITY, Pa. - Nov. 25, 2015 - The SEDA-COG Joint Rail Authority and the Nittany & Bald Eagle Railroad have partnered to build new track to serve a limestone mine. The track project will help the Homer City Generating Station become one of the cleanest coal-burning plants in the nation.

Power plant emissions can be greatly reduced through scrubbers that use lime for cleaning. Graymont Limited mines high-grade limestone from the Valentine formation that will now be used in the process at the Homer City Generating Station.

To ensure sufficient railroad track capacity for additional lime shipments, the Authority worked with Graymont to construct new track at the end of the Pleasant Gap Industrial Track that serves the Graymont plant. Each lime train must be in blocks of 45 with siding space for both a loaded and unloaded car set. While Graymont has sidings for its current business, it did not have enough track space for the Homer City business.

A new yard was built to tie into new tracks that Graymont built on its property. An application to the Pennsylvania Department of Transportation's Rail Freight Assistance Program was made to cost share in the \$425,000 needed to build about 1,600 more feet of track. Graymont built an additional 2,800 feet of new track and other related improvements on its lime plant property.

A five-year effort for Nittany & Bald Eagle, the track project was completed last month. Cars will move from Nittany & Bald Eagle to Norfolk Southern, and then to the Buffalo & Pittsburgh for final delivery to the power plant.

[Trains News Wire]

CP MAKES THIRD OFFER FOR NS



By Bill Stephens | Dec. 16, 2015 - Trains News Wire Canadian Pacific slightly sweetened its bid for Norfolk Southern today, offering NS shareholders what amounts to an insurance policy on the stock price of the combined company while the merger is under regulatory review.

"We are increasing our offer to NS shareholders by as much as \$3.4 billion through the addition of a contingent value right," Mark Erceg, CP's executive vice president and chief financial officer, said during a conference call this morning with investors and Wall Street analysts.

The basics of the \$30 billion proposal remain the same: NS shareholders would receive \$32.86 in cash in May 2016 and 0.451 shares in the new CP-NS company. The wrinkle CP added today is that NS shareholders would receive 0.451 of a contingent value right, or CVR.

What's a CVR? "Think about this as a long-term insurance policy on the share price," says Bill Ackman, a CP board member and head of Pershing Square Capital Management, CP's largest investor.

The CVR puts a floor beneath the share price of the combined CP-NS. It would protect investors if the CP-NS share price falls below \$175. The CVR would be worth up to \$25 and is a liquid investment that could be sold immediately after CP is put in a voting trust in May 2016.

"The CVR gives significant value to shareholders — unless we're right," Ackman says, adding they're willing to bet \$3.4 billion that CP-NS is worth at least \$175 per share. "We're not betting that money recklessly."

CP values its latest offer as a premium of between 58 percent and 77 percent — the same premium of its second offer, which was made on Dec. 8 and immediately rejected by NS.

The two railroads have disagreed on the value of the merger offers and have escalated their war of words over the past week. CP CEO E. Hunter Harrison said the CP-NS battle has turned into a "street fight environment," adding, "if this is going to be a street fight, so be it."

There are two ways that CP can move forward with a transaction in light of continued opposition from NS, Ackman says. Both require resolutions by current shareholders, which would need to be filed with NS by Feb. 14, 2016.

The first is a simple shareholder resolution asking the NS board to engage with CP to see if a deal can be worked out. The second — and more complicated — route would be a proxy contest that would seek to replace the NS board of directors with a slate of candidates who favor a merger.

In either case, it's likely the outcome would be decided at or before NS's annual shareholder meeting in May, Ackman says.

CP insists that its two-part merger plan can succeed.

The first part — putting CP in a voting trust, having Harrison sever ties with CP and become CEO of NS — is highly likely and will win STB approval, Ackman says. Harrison would then launch operational improvements at NS, which would save the company \$1.2 billion and drive up its share price.

The second part — gaining STB approval of the merger, a process that could last 16 months — is less certain, Ackman says. But NS shareholders would be rewarded in either case, he says.

CP's stock-and-cash offer would be worth \$125 to NS shareholders if the STB ultimately rejects the merger. If the STB approves the deal, it would be worth \$140 for NS shareholders, Ackman says.

NORFOLK SOUTHERN COMMENTS ON LATEST PUBLICLY DISCLOSED, REVISED PROPOSAL FROM CANADIAN PACIFIC

Board of directors will carefully consider revised proposal

Norfolk, Va. - Dec 16, 2015

Norfolk Southern Corporation today confirmed that the Company's board of directors will carefully consider the publicly disclosed, revised proposal from Canadian Pacific with the assistance of its financial, legal and regulatory advisors.

Norfolk Southern noted that the latest revised proposal provides for a Contingent Value Right ("CVR"). Other than the addition of a CVR, the latest revised proposal did not change any of the terms of the prior, reduced proposal dated Dec. 7, 2015, that was previously unanimously rejected by the Norfolk Southern board, and did not address the substantial regulatory risks and uncertainties inherent in the proposed combination.

As Norfolk Southern previously stated, if Canadian Pacific is confident that its proposed voting trust structure works, Canadian Pacific can seek a declaratory order to that effect from the STB now. The STB has clear, statutorily-established authority to issue declaratory orders to remove uncertainty, and there is precedent for it doing so in the voting trust context.

Morgan Stanley & Co. LLC and Bank of America Merrill Lynch are acting as financial advisors to Norfolk Southern Corporation and Skadden, Arps, Slate, Meagher & Flom LLP, Hunton & Williams LLP, and Morrison & Foerster LLP are acting as legal advisors. [Norfolk Southern Corp.]

SQUIRES LAYS OUT NS PROFITABILITY PLAN

Move aimed at blunting CP's expected run for shareholder support

Dec. 4, 2015 - James Squires is out to convince investors that a Norfolk Southern-Canadian Pacific merger is not in their best interests. The NS CEO

spelled out his railroad's plan to improve operations, control costs, and increase revenue in a conference call early Friday morning.

Squires' move anticipates that Canadian Pacific CEO E. Hunter Harrison will make good on his word to take his combination plans directly to NS shareholders. It was an offer the NS board of directors unanimously rejected.

NS says it will strengthen its financial performance, push its operating ratio below 70 in 2016 and below 65 by 2020 while driving double-digit earnings per share growth during the next five years. The railroad's operating ratio during the third quarter was 69.7 percent.

"We are confident in our ability to deliver superior shareholder value through continued execution of our strategy," Squires said during the railroad's conference call.

The NS plan has far more potential than CP's merger proposal, Squires says, adding that he and his team "are strong and laser focused on identifying additional growth and cost savings opportunities."

The plan is already producing results, Squires says, citing NS service that is approaching all-time best levels over the past month. NS service metrics declined for much of 2013 and 2014 and were slow to improve after harsh winter weather earlier this year — even as the railroad carried less traffic.

But now average train speed is up to 25 mph and terminal dwell is down to 21.8 hours. "A faster railroad is a less expensive and more profitable railroad," Squires says.

NS will build on operational improvements and cost-cutting moves it has made this year. Squires noted that NS has already taken several steps to make the railroad more efficient, including restructuring its unprofitable Triple Crown RoadRailer operations, closing its offices in Roanoke, Va., furloughing employees and redundant routes in hard-hit coal country, and reducing management employment.

NS will continue to evaluate the closure of additional yards and terminals. It may close or mothball up to 1,000 miles of lower-density routes in order to concentrate traffic on higher-volume lines, which will reduce maintenance and operating costs.

The railroad also aims to improve the efficiency and availability of its locomotive fleet. NS will continue its rebuilding program, which conserves capital, as well as take delivery of 50 new locomotives in 2016. The younger locomotive fleet will reduce maintenance expenses, while a beefed-up maintenance program will improve reliability and limit the time locomotives spend in shops.

On the financial side, keys to the NS plan include improving pricing; diversifying its traffic base by growing its service-sensitive automotive, consumer-related, and intermodal traffic; and pursuing small merger and acquisition opportunities to fill holes in its network.

The railroad faces significant economic headwinds from low commodity prices and a strong U.S. dollar, more domestic intermodal competition due to increased capacity in the trucking industry, and weakness in international intermodal because of slowing imports.

Squires says the longer-term outlook favors stabilization of commodity volumes, including coal; tighter trucking capacity and improved domestic intermodal service; and sustained growth in international intermodal business through East Coast ports.

And bright spots that will drive growth include anticipated increases in automotive, ethanol, chemicals, plastics and housing and construction traffic, Squires says.

Will the NS plan be enough to satisfy investors? NS stock, which had surged amid merger speculation, was down 1.3 percent at noon Eastern time today. CP shares, meanwhile, were down nearly 4 percent on news of NS's rejection of its merger proposal. [Trains News Wire]

NS INTRODUCES LATEST SPECIALTY LOCOMOTIVE

ALTOONA, Pa. - Nov. 20, 2015 - Norfolk Southern says it has another



special-painted locomotive gracing its rails. This time, GP38-2 No. 5642 is painted as a first responder unit similar to SD60E No. 9-1-1. NS says on its Facebook page that the locomotive will be assigned to

service on NS' Safety Train that travels the railroad providing training to emergency workers who might respond to railroad accidents. [Trains News Wire]



READING & NORTHERN TO TAKE OVER INDUSTRIAL PARK IN TRACKAGE IN HAZLETON

HAZLETON, Pa. – Regional carrier Reading & Northern is expected to take over ownership and operations of trackage in the Humboldt Industrial Park on Jan. 1, 2016.

The 7.5 miles of trackage in the industrial park serves 15 regular shippers who moved 4,633 cars in 2014. Norfolk Southern currently serves the park with a daily switch crew, with traffic moving via the Lehigh Line from Allentown daily. Reading & Northern plans to take interchange traffic from NS at Reading via its route through Tamaqua to Oneida Junction, the current NS junction with the park's trackage.

The industrial park trackage is currently owned and maintained by CANDO, an industrial development agency, and Reading & Northern will take ownership of the track and maintain it.

According to local reports, the Reading & Northern was scheduled to take over operations at the end of 2016, but negotiations resulted in an earlier takeover agreement.

Railroad officials say they plan to provide daily switching, with additional switching as requested, as well as on-site car storage and personalized service. CANDO officials says the partnership should grow rail traffic and employment in the region. [Trains News Wire and Railway Age]



MTA WRAPS UP TWO MAJOR UPGRADES FOR EAST SIDE ACCESS PROJECT

Dec. 8, 2015 - The Metropolitan Transportation Authority (MTA) yesterday announced the substantial completion of two contracts on its East Side Access project to bring MTA Long Island Rail Road (LIRR) service into Grand Central Terminal.

Workers have completed construction of a \$57.7 million subterranean ventilation facility below East 55th Street in Manhattan for tunnels that will carry LIRR trains to the terminal, MTA officials said in a press release. Construction for the project began in November 2012.

A Schiavone Construction Co. and John P. Picone Inc. joint venture built the facility. Workers executed 144 controlled blasts and mechanical excavation to remove 10,000 cubic yard of rock and soil, MTA officials said.

The facility extends 150 feet below street level, but is hidden from view on the street.

At the same time, Tutor Perini Corp.'s crews completed \$56.2 million in infrastructure improvements to Harold Interlocking in Sunnyside, Queens, where tracks connecting to Grand Central will meet with LIRR.

The busiest passenger railroad switching complex in the country, the interlocking governs the movement of four railroads between Penn Station, Long Island, New England and Sunnyside Yard, where Amtrak and New Jersey Transit store trains.

Adding a connection to Grand Central, while creating dedicated new tracks above and below it to reduce congestion-related delays, requires the

installation of nearly 100 new switches and miles of new track, MTA officials said.

Under the Tutor Perini contract, workers built retaining walls, 2,700 feet of new storm sewer, 3,600 feet of duct banks that house 12,000-volt AC traction power, an access road, and five utility conduits known as microtunnels. Additionally, they installed three electrical substations for snow melters; relocated and adjusted utility conduits; installed an electric device governing information distribution that is composed of microprocessors known as a remote terminal unit.

Three gantries also were purchased to bear overhead train signals.

The largest transportation infrastructure project in the country, the East Side Access is expected to double LIRR's capacity to bring trains into Manhattan and allow MTA Metro-North Railroad's New Haven Line to access Penn Station via four stations that will be built in the Bronx, MTA officials said. The East Side Access project is slated for completion in 2022.

[Progressive Railroading]



NJ TRANSIT EMPLOYEES GETTING FREE RIDES TO 'SEE' AND 'SAY' SOMETHING

Dec. 7, 2015 - NJ Transit is giving its employees free rides in hopes if they "see something" they will "say something" about suspicious activities in the wake of terrorist attacks in France and elsewhere.

Non-union employees lost free ride rights in 2013 as a cost saving measure.

"Establishing the procedure of permitting employees to use their identification cards to travel allows NJ Transit to have a broader and robust network of security-aware employees in place throughout the system," NJ Transit spokeswoman, Jennifer Nelson, tells the Newark Star-Ledger. "The measure is temporary, but will be in place for the foreseeable future."

By using employees, the transit agency will help strengthen security efforts, "Asking those who know and understand the system best — our employees — to serve as another layer of eyes and ears in detecting something out of the ordinary," Nelson says.

Commuter groups say that they could benefit from the decision. Michael Phelan, the co-founder of the New Jersey Commuter Action Network, says that in his experience, having a large number of office/support staff riding is always a net benefit to service and safety.

Phelan says that other commuter railroads have similar programs and that he has seen first-hand that amenities like air conditioning and toilets were fixed faster. [Trains News Wire]



ANALYSIS DETAILS BENEFITS OF SEPTA'S PROPOSED KING OF PRUSSIA EXTENSION

PHILADELPHIA, PA - Dec. 4, 2015 - Southeastern Pennsylvania Transportation Authority's (SEPTA) proposed extension of the Norristown High Speed Line to King of Prussia (KOP) will result in the addition of 17,000–29,000 new employees in King of Prussia over 20 years, according to new analysis released by the Economy League of Greater Philadelphia and Econsult Solutions, Inc.

The "Connecting KOP" study quantifies benefits associated with SEPTA's King of Prussia Rail Project including job growth, shorter commute times, reduced congestion and increased development.



The Connecting KOP analysis provides a range of estimated impacts based on different alternatives for the rail extension.

Notable findings include:

- Development stimulated by the introduction of King of Prussia Rail is expected to add four to eight million square

feet of new development and \$540 million–\$946 million to the value of King of Prussia real estate over 20 years.

- Transit travel time savings to King of Prussia are projected at 30-plus minutes from Center City, 20-plus minutes from Norristown and 10-plus minutes from Upper Darby.
- Less-congested routes as a result of the introduction of a rail transit option to King of Prussia will save drivers 1.7 million–2.1 million hours per year.
- Construction of the rail extension is anticipated to generate between \$1.1 billion and \$1.3 billion in economic activity within the five-county region of southeastern Pennsylvania.
- Construction spending will generate an estimated \$19.7 million–\$22.1 million in income tax, sales tax, and business tax revenues in Pennsylvania.

"The region still lacks a reliable and direct transit connection between Philadelphia and King of Prussia—the largest job center in the region outside of the city," said Elizabeth Smith, manager of long range planning at SEPTA. "The analysis conducted by the Economy League and Econsult Solutions helps illustrate the widespread impact that this investment in our region's infrastructure would have." [Edited from Railway Track & Structures]

SEPTA PREPARES FOR OLD MAN WINTER

PHILADELPHIA, PA - Dec. 9, 2015 - Southeastern Pennsylvania Transportation Authority (SEPTA) has new tools at its disposal for the upcoming winter weather, such as high-velocity snow blowers and brining equipment, aimed at combating snowy and icy conditions. SEPTA says this equipment will play a key role in its efforts to minimize disruptions to customers resulting from winter weather events.

Earlier this year - at the direction of then-Deputy General Manager Jeffrey Kneuppel, who was named general manager in September - SEPTA began securing additional equipment to aide crews that are dispatched throughout the system to fight the elements. This action came in response to experiences in recent winters, which have seen the top two seasonal snow accumulations ever recorded and demonstrated the increasing likelihood of back-to-back, major storms.

The new equipment includes heavy-duty snow removers, rail-mounted blowers that can be deployed to clear tracks and additional snow blowers that can be used to clear off buses and other vehicles. SEPTA will also conduct a pilot program for brining surfaces, such as bus and trolley loops and parking lots, to prevent snow and ice from building up. For this effort, SEPTA has a brine maker with a 5,000-gallon storage tank and several brine applicators.

"This new equipment, along with proactive planning, will better enable our employees to battle increasingly unpredictable winter weather," said Robert Lund, SEPTA assistant general manager for engineering, maintenance and construction.

In addition, SEPTA is taking preventive efforts to prepare its revenue fleet of more than 2,700 buses and trains. Air systems and doors on all vehicles are aggressively serviced and additional traction motors are placed into inventory to reduce down time. Winter weather snow plans have also been developed to identify critical system infrastructure areas that require deployment of personnel and equipment.

When necessary, SEPTA will also use the Severe Storm Schedule, on which Regional Rail operates on Saturday schedules to help maintain safe travel. SEPTA switches to the Severe Storm Schedule when the weather forecast calls for high snow accumulations, high winds and icy conditions.

SEPTA will also again use the "Early Exit" service option when the city of Philadelphia calls for an early closure of the Center City business district. In this scenario, SEPTA shifts resources and moves nine trains scheduled for the evening rush hour to mid-day. [Railway Track & Structures]

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JANUARY

Jan. 1900 - PRR and West Jersey & Seashore Railroad are to equip the Atlantic Division with pneumatic block signals.

Jan. 25, 1905 - Fairview Yard renamed Enola Yard to match nearest station and post office; PRR Board advances \$50,000 to organize a land company to develop a town at Enola for employees.

Jan. 23, 1910 - New York Times reports that LIRR will extend electrification to Port Washington and Long Beach during 1910, to Oyster Bay and Huntington in 1911 and to Farmingdale and Babylon in 1912.

Jan. 28, 1915 - Old Schuylkill River Bridge on Connecting Railway reopens; integrated with new bridge to form 5-track concrete and masonry arch viaduct.

Jan. 18, 1921 - PRR orders overall system job cuts of 20%; employees are given choice of losing one day of six a week in lieu of layoffs; Hollidaysburg Yard reduced to one trick (shift).

Jan. 14, 1925 - PRR Board authorizes purchase of one gasoline railcar for Lebanon Branch.

Jan. 13, 1930 - PRR sells a record ticket 83 inches long at Penn Station to Robert M. Davis of McGraw-Hill Publishing Company, who is making a tour of 35 cities; it covers 13,500 miles over 17 railroads; such huge, multi-part tickets are a popular vaudeville joke.

Jan. 28, 1935 - Special nine-car train makes first electric run from Washington to Philadelphia and back for guests, including Secretary of the Interior Harold L. Ickes; leaves Washington at 10:00 AM and arrives at 12:08 PM; prototype GG1 No. 4800 hits maximum of 102 MPH near Seabrook, Md.

Jan. 15, 1940 - Eastbound "The Spirit of St. Louis" with streamlined K4s No. 3768 is first PRR train to cross St. Louis Municipal (later MacArthur) Bridge; all PRR trains rerouted from Eads Bridge except locals Nos. 340-341, which use Washington Street Station.

Jan. 18, 1945 - First production model Q2, No. 6175 placed in service; is assigned to Eastern Division of Central Region; proves slippery and consumes excessive water.

Jan. 30, 1950 - PRR announces introduction of "Keystone Merchandise Service" for LCL freight, including 500 special new box cars, 3,000 containers and expanded truck pick-up-and-delivery service; will restore speed of freight trains to prewar levels; response to NYC's "Pacemaker Freight Service" introduced in 1946.

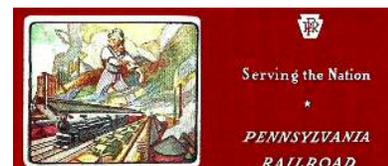
Jan. 23, 1955 - Improved ticket bureau opens on north side of Main Waiting Room at 30th Street Station; includes "Ticketeers" installed in 1954 and other improvements; can deliver a Pullman ticket in one minute, vs. up to one hour for old system.

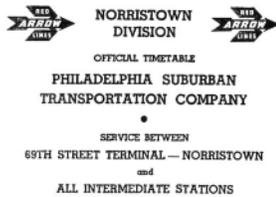
Jan. 11, 1960 - PRR files with the ICC to abandon its Jersey City Terminal at Exchange Place, now served by only a small number of commuter trains, and its elevated passenger line in Railroad Avenue.

Jan. 20, 1965 - PRR operates 13 special trains to Lyndon Johnson's inauguration; one 19-car train from Philadelphia carries 950 newsboys.

Jan. 31, 1968 - Final day of the Pennsylvania Railroad Company prior to merger with the New York Central System.

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





TIMETABLE 01-16

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

Friday, Jan. 1 and Saturday & Sunday, Jan. 2-3, 9-10, 2016

Christmas Open House at the Lehigh & Keystone Valley Model Railroad Museum, 705 Linden St., Bethlehem, PA 18018. Adm: \$7 adult, under 12 free. Info: 610-868-7101 or www.lkvmodelrailroad.com

Saturday & Sunday, Jan. 2, 2016

Columbia Historic Preservation Society HO

Model RR Open House at 21 N. 2nd St., Columbia, PA 17512. 1-5 PM, Info: www.tonysegro.com/cola.html

Saturday & Sunday, Jan. 2-3, 2016

Greenberg's Great Train Show at the New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ 08837. Info: <http://GreenbergShows.com>

Saturday & Sunday, Jan. 9-10, 2016

NRHS Winter Conference in Irving, TX - Cancelled by N.R.H.S. Board.

Saturday & Sunday, Jan 9-10, 16-17, 23-24, 2016

Schuylkill Valley Model RR Open House at 400 S. Main St., Lower Level, Phoenixville, PA 19460. 1-5 PM, Info: www.svmrrc.com or 610-935-1126

Monday, Jan. 11, 2016

FRA public hearing on its Tier 1 draft environmental impact statement for the Northeast Corridor at SEPTA, 1234 Market St., Philadelphia, PA.

Thursday, Jan. 14, 2016

FRA public hearing on its Tier 1 draft environmental impact statement for the Northeast Corridor at the University of Baltimore, Baltimore, MD.

Saturday, Jan. 16, 2016

The Great Lehigh Valley Train Meet at the Merchants Square Mall, 1901 S. 12th St., Allentown, PA 18103. Adm: \$5.00. Info: www.valleygoto.com

Wednesday, Jan. 20, 2016

FRA public hearing on its Tier 1 draft environmental impact statement for the Northeast Corridor at the Delaware Technical Community College, Wilmington, DE.

Saturday & Sunday, Jan. 23-24, 2016

Greenberg's Great Train Show at the York Expo Center - Utz Arena, 334 Carlisle Ave, York, PA 17404. Info: <http://GreenbergShows.com>

Saturday & Sunday, Jan. 30-31, 2016

Amherst Railway Society Railroad Hobby Show at the Eastern States Exposition, 1305 Memorial Ave., West Springfield, MA 01089. Adm: \$14.00 per day. Info: www.railroadhobbyshow.com

Saturday & Sunday, Feb. 20-21, 2016

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

Saturday & Sunday, Feb. 27-28, 2016

Spring Thaw Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 North 17th St., Allentown, PA 18104. Adm: \$8.00, under 12 free. Info: www.allentowntrainmeet.com

Saturday, Mar. 12, 2016

Thirtieth Annual Harrisburg Railroad Show & Collectors Market at the Middletown First Church of God, Fellowship Hall, 245 West High St., Middletown, Pa. 17057. 9:00 am to 3:00 pm. Sponsored by the Harrisburg

Chapter, NRHS. Info: Mark Irvin - 717-732-3867. Harris Tower will be open.

Saturday & Sunday, Mar. 12-13, 2016

Greenberg's Great Train Show at the New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ 08837. Info: <http://GreenbergShows.com>

Friday - Sunday, April 22-24, 2016

NRHS Spring Conference at the Ramada Inn in Cumberland, MD.

Tuesday - Sunday, July 19-24, 2016

NRHS 2016 National Convention at the Holiday Inn Stapleton Airport, Denver, CO.



Railroad Museum of Pennsylvania

ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday, April 16, 2016 - Rails & Ales



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Friday-Sunday, March 25-27, 2016 - Easter Bunny Train



DECEMBER, 2015 CHAPTER MEETING MINUTES

Due to the Christmas holiday, the publishing deadline for the January, 2016 issue of the *Lancaster Dispatcher* has been advanced. The December Chapter Meeting Minutes will appear in the February, 2016 issue.



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



STEAMTOWN TO BE ADMISSION FREE ON SELECT 2016 DAYS

SCRANTON, Pa. — The National Park Service's Steamtown National Historic Site will waive entrance fees on 16 days as the Park Service marks its 100th birthday and Steamtown's 30th anniversary in 2016.

The 16 entrance free days for 2016 will be:

- January 18 – Martin Luther King, Jr. Day
- April 16-24 – National Park Week
- August 25-28 – National Park Service Birthday Weekend
- September 24 – National Public Lands Day
- November 11 – Veterans Day

Steamtown normally has an entrance fee of \$7 per person; children 16 and younger, with adults, are admitted free. The entrance fee waiver does not cover train rides or excursions, but includes the park visitor center and museum complex, which features history, roundhouse, and technology museums, plus a digital theater that presents the park's 18-minute movie, "Steel and Steam." The entrance fee-free days also include all staff and/or volunteer led walking tours.

In 2014, Steamtown National Historic Site had more than 84,000 visitors. It is open daily from 9:00 a.m. to 5:00 p.m. except between Jan. 2 and March

when winter hours are 10:00 a.m. to 4:00 p.m. [Trains News Wire]

STEAM AT LAST IN STEAMTOWN!

SCRANTON, Pa. - Dec. 11, 2015 - The National Park Service is putting the steam back in Steamtown.



STEAMTOWN NATIONAL HISTORIC SITE'S 0-6-0 STEAM ENGINE, A FORMER BALDWIN LOCOMOTIVE WORKS SHOP SWITCHER, STEAMS FOR THE FIRST TIME IN MORE THAN 15 YEARS - PHOTO BY DAVID CROSBY

On Thursday, Baldwin Locomotive Works 0-6-0 No. 26 moved under its own power for the first time in more than 15 years. The restoration marked the first time the federally funded museum dedicated to preserving steam-era railroading has had its own operating steam locomotive since 2012. This week's test run comes a year after the locomotive was test-fired

in December 2014 as part of an exhaustive, multi-year overhaul.

The locomotive was built by Baldwin in 1926 and was used as a shop switcher there and for the Jackson Iron & Steel Co. The engine came to Steamtown in January 1990.

No. 26 backed out on to the Steamtown turntable in Scranton shortly after 1:30 p.m. Thursday and then ran back and forth through the former Delaware, Lackawanna & Western Railroad yard for much of the afternoon. The locomotive was fired up earlier this week and crews spent the last few days addressing minor problems. Mechanic and preservation specialist Bruce Mowbray tells Trains News Wire that most of the issues stemmed from a troublesome air compressor but by Thursday it appeared to be resolved.

Barring any major problems during subsequent months, the locomotive will be Steamtown's primary locomotive during the 2016 season when it will be used on various yard excursions.

Now that No. 26 has been restored, shop forces will turn their attention to Boston & Maine 4-6-2 No. 3713. Although park officials are hesitant to attach a timeline to the engine's restoration, they are hopeful that it will be on the main line within the next few years. Earlier this year, Steamtown Superintendent Deborah Conway told Trains News Wire that she hopes to eventually have three or four operating steam locomotives at the park in the coming decade. [Justin Franz - Trains News Wire]

THIS MONTH'S BANNER PHOTO

Red Arrow Lines (Philadelphia & Western) Liberty Liner Valley Forge at Bryn Mawr, Pennsylvania in the winter of 1964.



**UNION PACIFIC REMINDS YOU...
Your Life is Worth the Wait**

How many mornings have you hit snooze one too many times? You're running late and don't want to wait for a train. Maybe you're out for a run and want to keep your pace. Sure, it's tempting to sneak around the gate in hopes of saving a few minutes. But your life is worth the wait.

If the crossing arms are down or the lights are flashing, you must assume a train is coming even if you can't see it. Not only can it take a mile for the train to stop, a train's weight compared to an automobile is similar to the weight of a car compared to a tin can.

Union Pacific urges you to put your safety first and wait. Never drive or run around crossing arms, and never stop on railroad tracks.

Remember, trains always have the right of way — over cars, trucks,

pedestrians, and even police cars, and fire trucks.



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THE ROUTE OF COURTEOUS SERVICE

Advertisement from April 29, 1962 Seaboard Railroad public timetable

"INSIDE THE BACK PAGE"***UPCOMING LANCASTER CHAPTER ACTIVITIES*****JANUARY 18, 2016 - 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 15, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - MEMBERSHIP MEETING~~

THIS MEETING HAS BEEN **CANCELLED** DUE TO WINTER WEATHER CONCERNS

MARCH 20, 2016 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - MEMBERSHIP MEETING

Join us for the first Regular Membership Meeting of 2016.

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

78 YEARS AGO THIS MONTH

PENNSYLVANIA RAILROAD GG1Nos. 4862 and 4863 SPARKLE IN THE WINTER SUN AT HARRISBURG ON JANUARY 15, 1938 - THE FIRST DAY OF ELECTRIFIED SERVICE TO THE PENNSYLVANIA STATE CAPITAL

AL RUNG PHOTO

1960							1960						
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
JAN	3	4	5	6	7	8	JUL	3	4	5	6	7	8
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	31							31					
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MAR	6	7	8	9	10	11	SEP	4	5	6	7	8	9
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MEMBERSHIP MEETING NOTICE

THE STATION HOLIDAY CLEAN-UP OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JANUARY 18, 2016, STARTING AT 7:30 PM. NO PROGRAM OR SPEAKER - JUST MOPS AND BROOMS.

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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