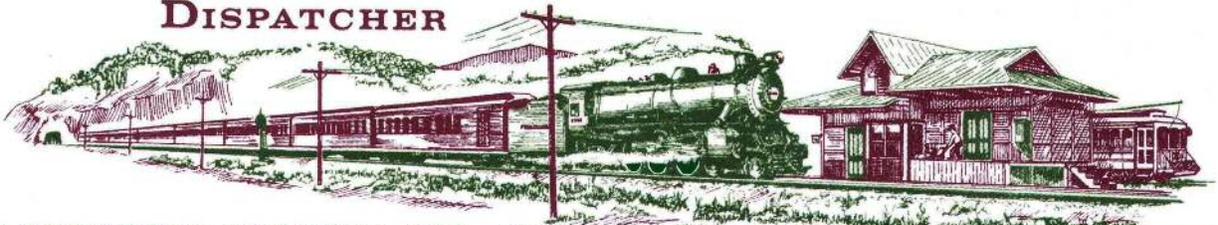


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JULY 2016

POCKET TIME CARD-SEASON OF 1882.

**THE CAMDEN AND ATLANTIC RAILROAD.**

The **SHORT** and **POPULAR ROUTE** TO ATLANTIC CITY.

A colorful illustration depicting a family of four on a beach. A man in a top hat and a woman in a red and white striped dress stand together, with the woman holding a yellow umbrella. Two children are playing in the sand. In the background, a lighthouse with a red and white tower stands on a rocky outcrop. A large sailing ship is visible in the ocean. The scene is framed by a red circular border. In the foreground, there are illustrations of a red wheel, a seashell, a starfish, and a red and white striped cone.

DEPOTS IN PHILADELPHIA FOOT OF **VINE-STREET** AND SHACKAMAXON STREET

**WHEN THEY WERE NEW - JULY, 1958**



**NEARLY NEW, TWO OF PRR'S SIX BUDD-BUILT MP85 CARS PAUSE AT OVERBROOK DURING A PAOLI-PHILADELPHIA RUN IN JULY 1958 - AARON G. FRYER PHOTO**



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## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### NTSB FINDINGS IN AMTRAK 188 CRASH DRAW WIDESPREAD CRITICISM

By David Ibata, May 19, 2016 - *Trains* News Wire

After focusing blame on the engineer of a Northeast Corridor train that took a curve too fast and derailed, killing eight passengers, the National Transportation Safety Board is now under fire from safety experts, the locomotive engineers' union and victims of the accident.

Russ Quimby, a railroad consultant and former NTSB accident investigator, criticizes the agency for putting the onus of the May 12, 2015, crash on an individual and not giving equal weight to the track segment in question.

“The curve where the derailment occurred should have been covered by the ACSES system but was not,” Quimby says, “and no other speed modifications were employed to automatically ensure safe speed on that significant curve.”

Positive train control or PTC systems like ACSES – which stands for Advanced Civil Speed Enforcement System – can slow a train for a speed restriction if an engineer fails to do so, although ACSES specifically would stop a train, not just slow it. Amtrak activated ACSES in December on this, the last stretch of the Northeast Corridor scheduled to be so equipped.

The NTSB on Tuesday found the crash of Amtrak's Northeast Regional train No. 188 was due to engineer Brandon Bostian losing “situational awareness” because he was distracted by an emergency involving a Southeastern Pennsylvania Transportation Authority commuter train on another track.

As Bostian monitored radio traffic between the SEPTA train's engineer and a dispatcher, he accelerated his own train to 106 mph when he should have been decelerating for a 50 mph curve at Frankford Junction.

“This was a system failure, not an individual failure,” Quimby says. “Systems should be designed to assume that individual humans will not work perfectly 100 percent of the time.”

At Tuesday's meeting, NTSB Vice Chairman T. Bella Dinh-Zarr was reluctant to put all the blame on Bostian. She urged board members to cite the absence of PTC as a second “probable cause” of the derailment.

They declined, and listed the lack of PTC as a contributing to the accident. Also, they cited inadequate protection for occupants when passenger cars overturn as a contributing to the severity of their injuries. About 200 were hurt, and 46 sustained serious injuries.

“Without question, the accident would not have occurred if a combination of PTC and two-person train crews were in use,” says Dennis R. Pierce, national president of the Brotherhood of Locomotive Engineers and Trainmen.

“Task overload and distraction have been issues of grave concern for the BLET and its members for many years,” Pierce says. “A key part of our concern is that terms like ‘the loss of situational awareness’ attempt to place blame on the locomotive engineer, without considering that any human being can be given too many tasks at a given time, resulting in task overload.”

Pierce agrees the absence of PTC was a contributing factor, but says the safety system would have been in place had Congress adequately funded Amtrak.

Victims also are dissatisfied. Through their lawyers, they call the NTSB decision frustrating, disappointing and hard to believe, the Associated Press reports.

“An awful explanation to the families who have lost loved ones,” lawyer Judy Livingston tells the AP. Another attorney, Tom Kline, says the findings are “based on speculation” and inadmissible in a court of law.

Bostian and his attorney have not responded to requests for comment, the AP says.

Following the lead of NTSB board members, others reiterate their calls for PTC to be installed across the nation's rail system.

“While Amtrak has fully implemented PTC along the Northeast Corridor, host railroads that Amtrak relies on, along with commuter rail systems across the country, are still operating without this critical safety technology,” says Jim Mathews, president and CEO of the National Association of Railroad Passengers.

“Congress extended the deadline for PTC installation three years to 2018 – a move we accepted on the condition that Congress provide adequate funding to accelerate installation,” Mathews says. “So far, Congress has failed to live up to their side of the bargain.”

Federal Railroad Administrator Sarah E. Feinberg says, “The NTSB's findings (Tuesday) underscore the urgency for railroads to implement positive train control.

“While Congress has given railroads at least three more years to fully implement PTC, the public deserves it sooner. FRA will continue to do everything it can to ensure this life-saving technology is fully implemented as soon as possible.”

Among the 11 safety recommendations made by NTSB, it asks Amtrak and the American Public Transportation Association and Association of American Railroads to come up with ways to train operating crews to stay focused while “managing multiple concurrent tasks in prolonged, atypical situations.”

To the Federal Railroad Administration, the NTSB says that where PTC will not be implemented, it should require railroads to install devices and develop procedures to help crewmembers identify where they are and display their routes.

Also, the FRA should research passenger injuries when trains derail and overturn, and evaluate safety measures like seat belts and securing potential projectiles.

Besides its longstanding call for PTC, the NTSB notes it previously recommended to Amtrak and the FRA to install inward- and outward-facing audio and image recorders in locomotive cabs. Amtrak has done so on all its ACS-64s on the Northeast Corridor.

NTSB also has asked the FRA to develop standards to ensure rail car windows stay in place in the event of an accident. Many popped out in the Amtrak 188 derailment, causing the deaths of several passengers ejected through window openings.

### PHILADELPHIA UNVEILS 30<sup>TH</sup> STREET STATION DISTRICT PLAN

On June 16, Amtrak, Brandywine Realty Trust, Drexel University, PennDOT and SEPTA unveiled the Philadelphia 30th Street Station District Plan and announced the initiation of several follow-on projects to improve the immediate station area and catalyze future development throughout the District.

The Plan is a collaborative two-year joint planning effort to produce a single, integrated long-term vision for growth and development in the area surrounding 30th Street Station.

Forty new acres of open space and 18 million square feet of new

development are envisioned in the Plan, including an entirely new mixed-use neighborhood anchoring the District atop 88 acres of rail yards along the western bank of the Schuylkill River.



With a proposed \$2 billion investment in roads, utilities, parks, bridges, and extension of transit services, developers see the potential to unlock \$4.5 billion in private real estate investment, in addition to \$3.5 billion for Drexel's Schuylkill Yards

project being developed by Brandywine Realty Trust. Developers see the potential to generate \$3.8 billion in City and State taxes and 40,000 new jobs.

As outlined in the Plan, the coming months will see action on one of the most common areas of community feedback, as SEPTA starts preliminary work to support consideration of a preferred option for restoring the underground connection between 30th Street Station and its Market-Frankford Line.

"The 30th Street Station District Plan is a transformative approach," said SEPTA General Manager Jeff Knueppel. "This location is well served by the Market Frankford Line, 5 Trolley Lines, 6 Bus Routes and all Regional Rail Lines, and the District Plan is another example of how transportation can drive economic development. SEPTA is excited to partner with Amtrak and all stakeholders to accelerate a vision that re-energizes this area and continues to meet the region's travel needs."

To pave the way for future development of the conceptual Arch Street Transportation Center, PennDOT will work with the Delaware Valley Regional Planning Commission to study possible changes to the I-76 on- and off-ramps at 30th Street.

"The department works hard to support development for all modes, including safer driving, walking, or riding bicycles and transit," PennDOT Secretary Leslie S. Richards said. "I am encouraged by the vision that has been created for the area around the station."

With an eye toward improving station conditions in the near term, Amtrak will pursue funding to advance the Station Plaza concept outlined in the District Plan. Station Plaza involves the development of new public spaces on all four sides of 30th Street Station, creating a more welcoming and seamless experience for all station visitors.

Later this year, Amtrak also intends to solicit partners to develop certain property adjacent to 30th Street Station, as well as to analyze and suggest station improvements including retail offerings.

"Philadelphia's iconic 30th Street Station is poised to anchor what could be a transformative new neighborhood built around transportation and the Schuylkill River waterfront," said Amtrak Board Chairman Tony Coscia.

"The Amtrak team is committed to continuing the important and productive collaboration reflected in the creation of this single, integrated District Plan and will work hard to help realize the great opportunities it envisions."

[Edited from Railway Age]



#### **TIGER GRANT TO FUND AMTRAK SERVICE EXTENSION TO BURLINGTON, VERMONT**

The U.S. Department of Transportation (USDOT) announced a \$10 million federal grant to extend Amtrak's *Ethan Allen Express* service to Burlington, Vermont.

The award, provided through the USDOT's Transportation Investment Generating Economic Recovery (TIGER) VII program, will fund about 11 miles of new track along the state-owned line and three passenger platforms in Middlebury, Vergennes and Burlington, USDOT officials said

in a press release.

Currently, the passenger-rail service begins in New York City and stops in Rutland, Vt.

The project also will reduce long-term maintenance costs for the state, improve safety at multiple crossings and allow passenger trains to operate up to 60 mph.

The project is one of 39 federally funded transportation projects in 34 states that were selected to receive a total of nearly \$500 million under the department's 2015 TIGER program.

"In this round of TIGER grants, we selected projects that focus on where the country's transportation infrastructure needs to be in the future: safer, more innovative, and more targeted to open the floodgates of opportunity across America," said U.S. Transportation Secretary Anthony Foxx. [Progressive Railroading]

#### **SIEMENS COMPLETES AMTRAK'S SPRINTER ORDER**

SACRAMENTO, Calif. - June 2, 2016 - Amtrak and Siemens Rail Manufacturing are celebrating the construction of the 70th ACS-64 electric locomotive that will soon be put into service along the Northeast Corridor.



**AMTRAK'S FINAL ACS-64 ELECTRIC LOCOMOTIVE, No. 670**  
PHOTO: SIEMENS

Later today, Amtrak officials, including President and CEO Joe Boardman, will gather at Siemens' Sacramento locomotive manufacturing plant to mark the completion of locomotive No. 670.

"The manufacturing milestone marks the culmination of a years' long partnership as the final high-efficiency locomotive — built by Siemens in Sacramento with components from more than 60 U.S. suppliers — heads to the Northeast Corridor for commissioning and revenue service," officials say.

Also on hand will be Siemens Rolling Stock President Michael Cahill and U.S.

Reps. Ami Bera and Doris Matsui, D-California, along with Amtrak officials.

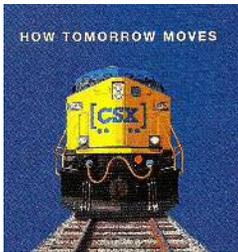
Siemens began construction of the new ACS-64s, also known as Amtrak Cities Sprinters, back in 2012. The first one entered service in 2014. Since then, Amtrak has used the locomotives on the Northeast and Keystone corridors, replacing Amtrak's fleet of AEM-7 and HHP-8 locomotives.

[Trains News Wire]

#### **FAREWELL TO AMTRAK'S AEM-7**



**AMTRAK'S AEM-7 FAREWELL TRAIN PASSES THROUGH SEABROOK, MD., ON JUNE 18, 2016 - PHOTO BY BOB EDMONSON, TRAINS NEWS WIRE**



### CSX CFO SHARES EXPECTATIONS FOR SECOND QUARTER AND FULL YEAR

JACKSONVILLE, Fla. - May 17, 2016 - CSX Corporation Executive Vice President and Chief Financial Officer Frank Lonegro spoke with investors and analysts today at the Bank of America Merrill Lynch Transportation Conference in Boston, updating them on second-quarter volume trends and the company's plans to continue managing through

the transition in its business mix.

"We are seeing year-to-date volume declines across most of our markets, reflecting continued low global commodity prices, the strong U.S. dollar, and the transition in the energy markets," Lonegro said. "For the second quarter, we now expect high-single digit volume declines, which will negatively impact second quarter earnings."

At the same time, continued service improvements are supporting strong pricing through this business cycle. With the impact of improving service and ongoing initiatives to drive further network efficiency, CSX now expects efficiency savings for the full year to exceed \$250 million, approaching a company record. However, market forces are still expected to more than offset the gains in safety, service, pricing and efficiency, resulting in the company's first full-year earnings decline since the recession.

Looking forward, CSX is driving long-term strategies to maximize its evolving business portfolio, including transforming its network to match resources with demand, leveraging technology solutions for service and efficiency, investing in the future of intermodal, and continuing to focus on delivering excellent service for customers. As the company's business transitions to merchandise and intermodal markets, these initiatives are designed to drive earnings growth and margin expansion as CSX continues to target a mid-60s operating ratio longer term. [CSX Corp.]

### LAST CALL FOR CSX'S HUNTINGTON DIVISION

By Chase Gunnoe, June 20, 2016 - *Trains* News Wire

HUNTINGTON, W.Va. — As third shift train dispatchers exit CSX Transportation's Huntington Division office and dispatch facility on the early morning of Monday June 20, it will signify the end of an era that has lasted for more than a century.

CSX will close the doors on its Huntington Division effective today.

The railroad's Louisville, Great Lakes, Baltimore, Florence, and Atlanta divisions will absorb all operating and administrative responsibilities for territories previously administered by the Huntington Division facility. During the past few weeks, other divisions in the network have gradually started handling territories previously managed and dispatched by Huntington.

Abolishing the division means permanent transfers for train dispatchers, local management, and regional management that once reported to the railroad's three-story division office in downtown Huntington.

The Huntington Division covered territories from southeastern Tennessee to central Ohio and all the way east to coastal Virginia. The division office employed more than 100 workers, including a Huntington Division manager, regional managers of the division's Huntington West and Huntington East segments, more than 60 train dispatchers and yardmasters, clerks, and other local sales and operations positions. When CSX decentralized its Jacksonville-based dispatchers nearly a decade ago, Huntington was the largest division for the Class I railroad, now laid low by steady coal declines.

Railroad executives have cut Huntington Division's operating territory and workforce since 2015, including the idling of the railroad's Erwin, Tenn., terminal and former Clinchfield Railroad main line; and railroaders at Corbin, Ky., Russell, Ky., and other yards throughout the terminal. The Huntington Division served as the core operating region for much of the

Chesapeake & Ohio's coal operations and later on, CSX. It served as a division point for the Class I railroad and its predecessors for more than 100 years.

The railroad's Huntington Locomotive Shops remain in use and local yard offices surrounding Huntington, including Russell, are continuing to operate unchanged. The future of the railroad's division office building and former Chesapeake & Ohio train station is yet to be determined, however local sources tell *Trains News Wire* that select CSX employees will remain in the building, including positions in local rail operations.

### CSX BEGINS TESTING EMD SD70ACe T4 DEMONSTRATORS



**EMDX SD70ACe T4s Nos. 1609 1610 ARE BEING OUTFITTED FOR DEMONSTRATION SERVICE AT CSX'S QUEENSGATE YARD LOCOMOTIVE SHOP ON JUNE 19, 2016 - J. E. LANDRUM PHOTO**

CINCINNATI, Ohio - June 22, 2016 - Railfans along CSX Transportation's Cincinnati to Nashville, Tenn., rail lines may have caught a glimpse of new Electro-Motive Division SD70ACe Tier 4

demonstrators early this week. EMDX SD70ACe T4s Nos. 1609 and 1610 are testing along the Louisville Division on CSX freight trains Nos. Q573/Q574 between Queensgate Yard in Cincinnati and Nashville.

The two locomotives are sporting Union Pacific colors, but Electro Motive demonstrator logos and decals. The two back-to-back Tier 4 locomotives are expected to stay in captive service on CSX for a few weeks, sources say.

It is the first time CSX has tested EMD locomotives since EMDX SD70ACe demonstrators in 2013. [*Trains* News Wire]



### CEO TELLS SHAREHOLDERS, 'IT'S A NEW PAGE, NEW CHAPTER, NEW BOOK' FOR NORFOLK SOUTHERN

WILLIAMSBURG, Va., May 12, 2016 – In his first address to the annual meeting of shareholders, CEO James A. Squires said, "It's a new page, new chapter, new book for Norfolk Southern."

Squires, who became CEO June 1, said, "At all levels, I see in our people heightened resolve to adapt and improve in ways that are most meaningful to shareholders, customers, and communities. We at Norfolk Southern have recommitted to doing the big things that it takes to fully realize our vision of becoming the best."

The big achievements of 2015, Squires said, included improving customer service to near-record levels and embarking on a bold new five-year strategic plan to drive growth, streamline operations, improve network performance, and deliver enhanced shareholder value.

The plan targets annual expense savings of more than \$650 million and an operating ratio -- a key indicator of operating and financial performance -- below 65 percent by 2020. "The plan is designed to deliver sustainable, profitable growth by optimizing pricing and targeting service-sensitive markets," Squires said.

As indicators the plan is working, Squires cited Norfolk Southern's first-quarter double-digit improvements in operating income, net income, and earnings per share, coupled with a first-quarter record operating ratio. "Our strong first-quarter 2016 performance gives an early glimpse of the opportunities that await us through solid execution of our new strategic plan to drive enhanced profitability and shareholder returns," Squires said. "Your corporation is on the right trajectory," he said. "The projects we have accomplished to date and the initiatives we are undertaking over the next five years are positioning us to achieve our long-term financial and service

goals.”

Squires' remarks are posted in the Investor Relations section of the Norfolk Southern website. [Edited from Norfolk Southern Corp.]

#### NORFOLK SOUTHERN ET44ACs ON THE WAY

FORT WORTH, Texas - May 19, 2016 - Norfolk Southern will become the fifth Class I railroad to receive Tier 4 freight locomotives with the arrival of the first ET44ACs from General Electric this spring. The 47-unit order is the first new power for the company since the strengthened emission regulations took effect last year.

The locomotives are being produced at General Electric's Fort Worth facility, with the first ET44AC, NS No. 3600, shipping from GE's plant to Southwest Research Institute in San Antonio in May for testing prior to delivery. As of mid-May, over a dozen locomotives have been completed. Road numbers for the new locomotives are Nos. 3600-3646.

Also on order are three 'credit' locomotives, ES44AC (T4C) from General Electric. These locomotives are essentially pre-2015, Tier 3 locomotives that are allowed under current government regulations by having the builder apply emission credits already banked toward the locomotives. The credits were earned by applying energy-saving design technologies to locomotives already built and in operation. Road numbers for the credit units will be Nos. 8166-8168. Those units will be built in Erie, Pa.

Canadian Pacific and Kansas City Southern are now the only Class I railroads that have not purchased Tier 4 freight locomotives. [*Trains News Wire*]

#### NORFOLK SOUTHERN WON'T WORK WITH GREAT LAKES' PROPOSED RAIL LINE

WASHINGTON, DC - June 1, 2016 (Progressive Railroading) - Norfolk Southern Corp. won't work with the Great Lakes Basin Transportation Inc.'s (GLBT) proposed freight-rail line that would bypass the congested Chicago area, according to a letter the Class I filed with the Surface Transportation Board (STB).

The STB has been accepting comments and holding hearings about the GLBT's proposal to construct a 278-mile freight-rail route around the Chicago area, which the company has stated would help to speed up freight transportation and provide additional capacity for growing rail traffic.

The rail line would run through parts of Indiana, Illinois and Wisconsin. Specifically, the line would extend from LaPorte, Ind., through Illinois to Milton, Wis., and would connect with Class I's.

In a letter dated May 23, NS General Counsel-Commerce John Scheib said that NS officials understand that the purpose of the proposed rail line is to provide Class I's with more efficient rail operations by bypassing the congested Chicago network.

NS doesn't believe the rail route would work well with its network, however.

"Norfolk Southern has a robust route network with multiple routes into and out of the Chicago area and also owns its own bypass route that runs directly to Kansas City," Scheib wrote. "For this reason, we are not inclined to think that the proposed Great Lakes Basin route would work well with our system or that we would be a user of the route."

In addition, Scheib noted for the record that NS does not have a nondisclosure agreement with the proposed railroad, GLBT, its founder Frank Patton or GLBT President Jim Wilson.

"We have not provided them any detail about our current train movements or traffic volumes," the NS letter stated.

The STB has been accepting comments and holding hearings in the three states as part of a notice of intent to begin preparations for an environmental impact statement.

The NS letter was the only written comment submitted by a Class I to the STB on the proposed rail line. However, a Union Pacific Railroad spokeswoman told the Chicago Tribune in March that UP already has

determined that it would not move forward with a discussion on GLBT.



#### PENNSYLVANIA PANEL AWARDS GRANT TO READING & NORTHERN BRIDGE PROJECT

June 2, 2015 - A bridge project for the Reading, Blue Mountain & Northern Railroad will receive a second \$5 million grant from the Pennsylvania State Transportation Commission, the railroad announced yesterday.

Known as the Nesquehoning Bridge Phase II, the \$14 million project in Carbon County, Pa., will create a connection between the railroad's two divisions and provide a direct route from Philadelphia to Binghamton, N.Y., railroad officials said in a press release.

The project entails construction of a new three-span bridge across the Leigh River in Nesquehoning and the construction of 1,200 feet of new track, according to a report in the *Standard-Speaker* newspaper.

The railroad's success is tied to economy of the communities it serves, and the new bridge will contribute to the area's economic growth, said Chief Executive Officer Andrew Muller Jr.

"This new transportation infrastructure will create a stronger economic base for Carbon, Luzerne, Schuylkill and Berks counties, not to mention the eastern portion of our commonwealth," he said. [*Progressive Railroading*]



#### WATCO TO ACQUIRE NS WEST VIRGINIA SECONDARY, PORTION OF VIRGINIAN ROUTE

*Short line operator to breed new life into mothballed secondary route*

By Chase Gunnoe, May 20, 2016 - *Trains News Wire*

CHARLESTON, W.Va. - A shortline railroad will breathe new life into a Class I railroad line that was partially mothballed in West Virginia earlier this year.

Watco companies will acquire more than 300 miles of Norfolk Southern tracks in West Virginia and Ohio, including the majority of its West Virginia Secondary route and a segment of the former Virginian Railway Princeton-Deepwater District. The new business will operate as the Kanawha River Railroad, LLC.

The short line will operate from Milepost RR 7.0 in Refugee, Ohio, to Milepost RR 116.5 at Hobson Yard near Middleport, Ohio, and again from Milepost WV 125.6 at Conco, Ohio, to Milepost WV 253.4 in Cornelia, W.Va. The acquisition encompasses nearly the entire length of the West Virginia Secondary route with the exception of a 9-mile segment owned by CSX Transportation in southeast Ohio.

The Kanawha River Railroad will also operate from Milepost V 435.0 in Alloy, W.Va., to Milepost V 382.0 in Maben, W.Va., on the former Virginian Railway mainline in southern West Virginia. The 53-mile segment of the former Virginian main line is currently used to transport domestic utility and export coal from mines near Charleston, W.Va., to customers in Virginia and the Carolinas. Under the new agreement, coal customers will be served using Watco train crews and NS run-through equipment.

On the West Virginia Secondary, a route consisting primarily of chemical and other local industries between Columbus, Ohio, and south of Charleston, W.Va., Watco will supply train crews and locomotive power for freight trains and local switching.

In February, Norfolk Southern idled approximately 100 miles of its West Virginia Secondary line between central Ohio and north of Nitro, W.Va., funneling a pair of daily chemical trains to routes in the southern West Virginia coalfields. As Watco acquires the route this summer, the short line operator will focus on re-opening the northern segment of the route to regain access to Columbus.

The railroad will have nine locomotives, including a half a dozen EMD six-axle SD-type locomotives and three four-axle EMD GP-type locomotives. Current plans call for three scheduled jobs, including a Monday, Wednesday, and Friday manifest between Columbus, Ohio, and Dickinson

Yard, south of Charleston, W.Va. The long-haul manifest will return north the following day. On Tuesday, Thursday, and Saturday, two local jobs will serve industries both to the north and south of Dickinson Yard.

The railroad will also look at returning coal to the north end of the West Virginia Secondary. While the railroad expects 70 percent of outbound coal to go via the Virginian route to the south, 30 percent of outbound trains will go via Columbus, Ohio, on the West Virginia Secondary route.

The railroad will hire 29 employees, including 25 positions in train service, mechanical, and track. The remaining positions will include local management and clerks. The railroad will use existing facilities currently used by Norfolk Southern.

Watco says it will begin operating the Kanawha River Railroad in late July.



### VIA RAIL LOGS RIDERSHIP, REVENUE GAINS IN FIRST QUARTER

VIA Rail Canada Inc. provided service for 3,000 more riders than the same period last year.

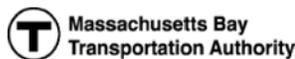
VIA Rail passengers also traveled 3.5 million more miles than during the first quarter of 2015. The railroad accommodated a total 915,000 passengers in the quarter versus 912,000 in 2015.

Passenger revenue rose 10.6 percent to \$60.6 million, according to VIA Rail's first-quarter report for 2016. The increase in revenue led to a nearly 11 percent drop in the railroad's need for government funding, VIA Rail officials said in a press release.

Operating expenses ticked up to \$130.3 million, compared with \$126.9 million in the year-ago period, while capital expenditures dropped to \$22.1 million from \$28.3 million in first-quarter 2015.

VIA Rail's on-time performance came in at 79.2 percent, marking an increase from 63.3 percent during first-quarter 2015. The improvement resulted from a noticeable reduction in freight traffic on shared track, as well as cooperation between the passenger railroad and its freight partners, said VIA Rail President and Chief Executive Officer Yves Desjardins-Siciliano in a statement.

"We are continuing the pattern of growth that began in 2015, and once again we are reporting increases in revenues and ridership," added Desjardins-Siciliano, noting that first-quarter 2016 is the eighth consecutive quarter with increased revenue. [Progressive Railroading]



### BOSTON TO CAPE COD 'CAPE FLYER' BEGINS 2016 SERVICE

BOSTON - June 2, 2016 - For the fourth year in a row, the Massachusetts Bay Transportation Authority is offering weekend passenger service between South Station and Cape Cod.

The Cape Flyer began its 2016 season over Memorial Day Weekend.

The train makes three round trips every weekend through Columbus Day. The train makes stops in Braintree, Brockton, Middleborough, Wareham Village, Buzzards Bay and Hyannis, in Massachusetts. During its first year of operation in 2012, more than 16,000 people rode the train. Last year, ridership was more than 13,000, according to the Boston Globe. The train is run as a partnership between MBTA and the Cape Cod Regional Transit Administration.

One-way trips cost \$22 and round trips cost \$40. [Trains News Wire]



### THOUSANDS STRANDED AS FIRE DISRUPTS METRO-NORTH RAIL SERVICE

By Christopher Mele and Remy Tuminay, May 18, 2016 - New York Times

A large fire erupted below the Metro-North Railroad tracks in East Harlem on the night of May 17, disrupting train service and leaving tens of thousands of passengers stranded during the evening rush.

Service was suspended to and from Grand Central Terminal, and it was unclear whether it would be restored by Wednesday morning. Gov. Andrew M. Cuomo of New York said commuters should expect delays.



**FIRE BELOW THE METRO-NORTH RAILROAD TRACKS IN EAST HARLEM - DAN BOWENS, FOX5NY**

The fire, at 119th Street and Park Avenue, was fueled in part by chemicals stored at a garden nursery that operated underneath the tracks, he said. The New York Fire Department said it was investigating reports of explosions, possibly set off by propane tanks at the site. Emergency officials received the call at 6:42 p.m., and fire officials said at 8:25 p.m. that a majority of the fire was under control. The cause remained under investigation, and no injuries were reported.

A beam and support buttresses were bent, and crews were expected to work through the night to make repairs, the governor said.

"It's an ambitious goal," Mr. Cuomo said during a news conference at the scene. "The best-case scenario is we could have a delayed commute."

Metro-North planned to run several trains over the tracks once construction was completed.

"The heat of the fire was extreme," Mr. Cuomo said, adding that it was so intense that firefighters could hear bolts popping from the beams.

For commuters, the trip home was a string of misery as they tried to find alternate means of transportation.

At Grand Central, an announcement warned passengers that all northbound trains were "subject to indefinite delays at this time."

The main hall was packed with people standing nearly shoulder to shoulder. Railroad officials said the disruption affected 30,000 to 40,000 commuters.

Three hotels near Grand Central said on Tuesday night that they had received numerous inquiries from stranded travelers but that, even before the fire, they were already booked.

The disruption affected service on the Harlem, Hudson and New Haven lines, said Meredith Daniels, a spokeswoman for the Metropolitan Transportation Authority.

Transportation authorities said train service was being provided to points north on the Hudson line from the Yankees-East 153rd Street station and the Marble Hill station. Service on the Harlem line was being provided from Wakefield, and trains on the New Haven line were running from Woodlawn to points east and from Stamford to New Haven.

The fire started when a worker spilled fuel while refueling a generator in a space leased by New York's Metropolitan Transportation Authority to the Urban Garden Center. A New York Fire Department spokesman said the business had not been issued permits for the storage of fuel or propane, although a number of propane tanks were removed from the site.



### SEPTA CONTINUES PTC ROLLOUT WITH FOX CHASE LINE

PHILADELPHIA, Pa. - May 25, 2016 - Following the successful launch of Positive Train Control (PTC) on the Warminster Line in mid April, Southeastern Pennsylvania Transportation Authority (SEPTA) continued its strategic rollout of the technology with installation on the Fox Chase Line.

SEPTA rail transportation staff, train crews, vehicle and signal personnel and the Control Center have been working together to ensure that installation on the Fox Chase Line, which started May 23, is seamless.

SEPTA says that learning from the Warminster Line PTC launch, it expects

there may be operational and system adjustments required and will be keeping a close watch on-time performance standards.

The goal for making this investment is to enhance safety on its regional rail system by being able to regulate train separation; avoid train-to-train collisions at track crossover locations; enforce line speed continuously including temporary speed restrictions; protect rail worker wayside safety zones; regulate grade crossings that are out of service and prevent a train from running over a mainline switch set in the wrong position.

"Safety is a top business priority for SEPTA and one of the fundamental principles guiding the transit industry today," noted the authority. "We are proud to be at the forefront of a nationwide effort to meet a federal mandate to install PTC on our regional rail network."

Next up will be the launch of PTC on the Lansdale/Doylestown Regional Rail Line between Doylestown Station and Glenside or Jenkintown. SEPTA has not made the specific date public. [Railway Track & Structures]

### SEPTA BOARD APPROVES FISCAL YEAR 2017 OPERATING AND CAPITAL BUDGETS

PHILADELPHIA, PA - May 27, 2016 - The Southeastern Pennsylvania Transportation Authority (SEPTA) Board has approved Operating and Capital Budgets for Fiscal Year 2017, which is the 12-month period beginning July 1, 2016.

The Operating Budget, which provides day-to-day funding for expenses such as labor, fuel and power, is \$1.4 billion, an increase of approximately three percent over Fiscal Year 2016. The Operating Budget maintains current service levels, with no fare increase for riders.

The Fiscal Year 2017 Capital Budget and 12-Year Capital Program advances initiatives to renew critical infrastructure, replace aging portions of SEPTA's fleet and expand capacity for growing ridership.

The \$548.63-million spending plan for FY 2017 advances SEPTA's "Rebuilding the System" initiative. The authority embarked on this plan following the November 2013 passage of Pennsylvania Act 89, which provides capital funds for transportation improvements throughout the commonwealth.

In the coming year, SEPTA will move ahead with projects, such as its bridge program, including the Crum Creek Viaduct replacement - an initiative to renew a critical span along the Media/Elwyn Line that dates back to the late 1800s.

Other major initiatives include communications, signal systems and technology improvements; safety and security improvements; SEPTA Key - fare modernization project; stations, loops and parking Improvements; substations and power improvements; track and right-of-way improvements and vehicle acquisitions and overhauls. [Railway Track & Structures]



### NEW WMATA SAFETY PLAN IMMEDIATELY FOLLOWED BY FTA SAFETY DIRECTIVE

The Federal Transit Administration (FTA) issued an urgent safety directive to Washington Metropolitan Area Transit Authority (WMATA) just one day after the agency released a plan aimed at improving safety and maintenance on its rail system.

WMATA's SafeTrack is a year-long program that includes 15 "safety surges" that WMATA says will accelerate maintenance on its rail system from the ballast up. WMATA says that by closing the system at midnight on weekends and expanding weekday maintenance opportunities, the plan addresses FTA and National Transportation Safety Board safety recommendations and deferred maintenance backlogs while restoring track infrastructure to good health.

"This plan is going to take some sacrifice from all of us," WMATA General Manager and Chief Executive Officer Paul Wiedefeld said. "But it is clear that the current approach is not working, more aggressive action is necessary."

SafeTrack was announced May 6. On May 7, FTA issued its safety directive following a fire and life safety event that occurred on WMATA's system on May 5. FTA called WMATA personnel's response to the May 5 incident "slow and inadequate." The May 5 incident occurred at Federal Center Southwest Station and early reports point to a third rail insulator explosion that damaged track and sprayed metal and ceramic projectiles onto the station platform.

WMATA's safety and maintenance efforts have been under a spotlight following a January 2015 smoke and fire incident where one person was killed and 91 others were injured.

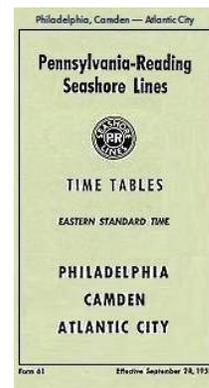
In the latest directive, FTA said of the May 5 incident that WMATA did not notify FTA of the event, that following the explosion, an operations supervisor at the scene conducted only a cursory inspection before clearing the damaged track to return to service and when WMATA maintenance personnel arrived and requested permission from the Rail Operations Control Center (ROCC) to have the track taken out of service and power removed from the third rail, permission was denied and not granted until several hours later and a second fire at the station occurred.

"These multiple failures demonstrate significant safety lapses by the ROCC," the FTA wrote in its directive. "WMATA must take immediate action...to train personnel in emergency preparedness and response, and prioritize safety over revenue operations."

The safety directive "establishes new required actions to elevate emergency planning, exercises, testing and readiness to a high priority level of attention within the WMATA system. Additionally, WMATA must conduct an immediate safety stand down to focus resources of staff on safety. Decision-making must be focused on the basis of safety and not operational convenience. In addition, WMATA must take actions to reduce fire and smoke risks."

FTA's planned enforcement of the directive includes withholding up to 25 percent of WMATA's funds and shutting down parts or all of its rail system.

[Railway Age]



## **TIMETABLE 07-16**

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

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Sunday, June 26 - Saturday, July 2, 2016

Rail Camp East in Newark, Del. Info: [www.nrhs.com](http://www.nrhs.com).

Saturday & Sunday, July 2-3, 9-10, 2016

Steam Returns to Kutztown on the Allentown & Auburn Railroad. Ride behind Lehigh Valley Coal Company 0-6-0 No. 126.

Sunday - Sunday, July 3-10, 2016

NMRA National Convention & Train Show at the Westin, Downtown Indianapolis, Ind. Info: [www.nmra2016.org](http://www.nmra2016.org).

Saturday & Sunday, July 16-17, 2016

10th Annual Toy & Model Train Flea Market hosted by the Williams Grove Historical Steam Engine Assn., Williams Grove, Pa. Info: [www.wghsea.org](http://www.wghsea.org).

Tuesday - Sunday, July 19-24, 2016

NRHS 2016 National Convention "Rails to the Rockies" at the Holiday Inn Denver East - Stapleton, Denver, Colorado. Info: [www.nrhs.com](http://www.nrhs.com).

Saturday, Aug. 13, 2016

Lynchburg Rail Day. The Blue Ridge Chapter, NRHS is holding its 38<sup>th</sup> annual model train and railroaders show and sale at the air conditioned Boonsboro Ruritan Club, 1065 Coffee Rd., Lynchburg, Va. 24503. Info: Norris Deyerle at 434-237-4912 or [www.blueridgenrhs.org](http://www.blueridgenrhs.org).

Friday, Aug. 19, 2016

**Annual Bill Wagner Summer Dinner** at Freddie's Restaurant in West Trenton, NJ, about a two-block walk from SEPTA's West Trenton Regional Rail Station. Sponsored by the Philadelphia Chapter, NRHS.

Sunday, Aug. 28, 2016

**41<sup>st</sup> Annual Train Meet** at the Warrior Run Fire Department Social Hall, Second St., Allenwood, Pa. (convenient to U.S. Route 15). Adm: \$3 per person, under 12 free. Sponsored by the Central Pennsylvania Chapter, NRHS. Info: Dave Hollenbach - 570-524-4703 before 9:00 pm.

Friday-Sunday, Sept. 23-25, 2016

**Reading Modelers Meet** and RCT&HS 40<sup>th</sup> Anniversary Celebration.

Sunday, Sept. 25, 2016

**40<sup>th</sup> Annual Lehigh Valley Regional Train Show & Expo** at the Charles Chrin Palmer Community Center, 4100 Green Pond Rd., Easton, Pa. 18045. Formerly the Dieruff Train Show. Info: [www.palmercommunitycenter.org](http://www.palmercommunitycenter.org)



**ROUTE 741 EAST, STRASBURG, PA**

[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)

**717-687-8628**

**Through Saturday, Dec. 31, 2016** - Safety First! The Evolution of Railroad Safety Practices gallery exhibit.

**Sunday, July 3, 2016 - Sunday, July 10, 2016** - Reading Railroad Days

**Monday-Friday, July 11-15, 2016** - Barons & Builders Day Camp ages 9 +10

**Saturday & Sunday, July 23-24, 2016** - Conrail Days

**Monday-Friday, July 25-29, 2016** - Barons & Builders Day Camp ages 11+12

**Saturday & Sunday, Aug. 20-21, 2016** - Model Railroad Days.

**Saturday, Sept. 24, 2016** - FRM Members Day

**Sunday, Oct. 2, 2016** - Garden Railways Tour



**STRASBURG RAIL ROAD  
SPECIAL EVENTS**

[WWW.STRASBURGRAILROAD.COM](http://WWW.STRASBURGRAILROAD.COM)

**1-866-725-9666**

**Saturday, July 16, 2016** - The Rolling Antique Auto Event

**Saturday, July 23, 2016** - The Great Train Robbery

**Saturday thru Sunday, Aug. 27-Sept. 4, 2016** - Day Out With Thomas

**Friday - Sunday, Oct. 14-16, 2016** - Steampunk unLimited

STRASBURG RAIL ROAD TO BEGIN \$1.75 MILLION SHOP EXPANSION

STRASBURG, Pa. June 2, 2016 - The Strasburg Rail Road shop is well-known nationwide for the quality of its work. In fact, it's so well-known that it needs more space to accommodate the growing business.

The railroad says it will make a \$1.75 million addition to its shop, building in more than 12,000 square feet to its current 18,000 square foot shop. Railroad officials say they also plan to add six more full-time positions. Company officials expect to increase outside contract work by 25 percent when the addition is complete. Groundbreaking is planned for September with completion by early 2017.

Linn Moedinger, Strasburg's president and chief mechanical officer, tells **Trains** News Wire that demand for outside contract work has been very strong, to the point that they've had to turn down work due to space and time constraints.

"We need more people and more space for the projects," Moedinger says. "With more space, we can be more competitive and more efficient."

In addition to outside work, he says, maintaining and overhauling the railroad's own steam and diesel locomotives is important. No. 89, a 2-6-0,

is in the shop now for its federally-mandated 1,472-day inspection, and SW-8 No. 8618 is in for power assembly and wheel work. "About a quarter of our shop floor is occupied with that diesel," Moedinger says.

The younger employees have made many of the decisions related to the shop addition, Moedinger says, a fact that he finds exciting.

"I've told them, this will be their place, that they are the ones who'll be working in it," he says.



**JUNE, 2016**

CHAPTER MEETING MINUTES

The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, June 20, 2016. The meeting was called to order at 7:35 p.m. by President Tom Shenk with 40 members and 5 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the May Membership Meeting Minutes. Fred Kurtz approved the motion and Steve Himpf seconded the motion. The May membership minutes were approved as printed in the *Lancaster Dispatcher*.

**CHAPLAIN:** Tom Shenk reported Dennis Allen had triple bypass surgery and was getting rehab. He had to go back into the hospital, needing a blood transfusion. Dennis is back in rehab and doing much better. Lorrie Steffy reported on Helen Shaak's surgery. Helen had a hysterectomy and had some complications during her surgery. She had a problem with the anesthesia. She is now using a nebulizer a couple of times a day. Toady Kennel reported on Wendell Seybolt (Chapter Member from Florida). He has a mass on his lung and will be starting a mild dose of chemotherapy. David Stambaugh will send out cards on behalf of the chapter.

**TREASURER'S REPORT:** Treasurer Richard Rutledge gave the Treasurer's Report for the month of May.

**MEMBERSHIP:** Fred Kurtz introduced model railroader and guest Barry Schmitt. Marlin Geesey introduced guests Randy and Sharon Shoop. Ginny Rettew introduced her neighbor Bill. Tom Shenk introduced guest Tom Gears, who will be giving the program at tonight's Chapter Meeting. Fred Kurtz reminded Chapter Members to fill out the ballots they received in the mail from National. Fred still did not get his medical issue resolved and will be seeing a specialist.

**CHRISTIANA RAILROAD DAY:** Glenn Kendig announced that Saturday, September 24, 2016 will be "Railroad Day" at the Christiana Freight Station. Glenn announced there will be a dedication for the Chapter's caboose. Plans include railroad and historical vendors to set up free displays or information tables. Information will be sent to the newspapers to get the word out about the event. Glenn will have a sign-up sheet in the next couple of months for members to volunteer for certain duties at Railroad Day. Tom Shenk announced Amtrak has renewed the Christiana Freight Station lease to extend to the year 2025. This lease is for both the Freight Station and the Passenger Station across the railroad tracks.

**TRIPS:** Tom announced a "Fall Foliage" day trip set for Saturday, October 15, 2016. Activities for the day are ride the Allentown and Auburn Railroad in Kutztown, ride the Colebrookdale Railroad, tour the Boyertown Historical Vehicles Museum, and a catered lunch is included. If anyone is interested in the trip and needs a flyer or information, contact Tom Shenk.

**ANNOUNCEMENTS:** Tom Shenk announced that the July 18th chapter membership meeting will be an "ICE CREAM SOCIAL." The regular chapter membership meeting will be at 7:30 p.m. There will be NO PROGRAM that night, just ice cream and all the toppings (provided by the Chapter). Steve Himpf received a donation from Paul Herr of the "Milepost" magazine (Collector's Edition). Steve also announced we still have the Hometowne Collectable "Caboose" for sale for \$16.00. Richard Rutledge reported on the trip he and his wife Jane took to Manassas, Virginia to ride the Norfolk Western 611J. They got to ride in one of the restored vintage railroad cars

from the 1940-1950's.

**ADJOURNMENT:** The Chapter Meeting was adjourned at 8:10 p.m.

*Respectfully submitted by Donetta M. Eberly, Secretary*



### **LESS THAN CARLOAD SHIPMENTS INTERNATIONAL NEWS**



### **SWITZERLAND'S 34-MILE-LONG GOTTHARD BASE TUNNEL OPENS**

By Tom Murray, June 1, 2016 - *Trains* News Wire (edited)



Swiss Federal Railways began public celebrations to mark the completion of a massive engineering and construction project that was decades in the making: the Gotthard Base Tunnel. The tunnel opened to regular passenger service on June 1.

Any visitor to Switzerland who has ridden the line through the 1882 Gotthard rail tunnel will recall the numerous curves, loops and bridges on the approaches to the tunnel from both north and south. But the 2.6 percent grades and tight curvature on the approaches to the old tunnel have limited train size and speed. For years, Swiss transportation planners have wanted to iron out these capacity constraints.

As long ago as 1947, engineer Carl Eduard Gruner sketched a 31-mile route for a combined rail-highway tunnel that would bypass the 1882 tunnel. However, serious planning for more efficient transalpine rail routes didn't come until the 1980s, when the Swiss government proposed the construction of several low-grade "base" tunnels on the country's key alpine rail routes.

New tunnels and other improvements to enhance rail capacity were estimated to cost roughly \$30 billion. To fund the initiative, which became known as the New Rail Link through the Alps, or NRLA, the government sought public support in the form of an increase in the country's value-added tax, a new customs fee on imported petroleum products, and most important, a tax on heavy trucks that would furnish more than half the needed funds. In November 1998, voters approved this plan by a margin of almost 2-to-1.

Although two other tunnels were originally planned, the government realized by 2003 that the available funds would support only the plan's key projects: one new tunnel on the Lötschberg route connecting Bern in the north with Brig in the south; and two on the Gotthard route. Both routes are major arteries not only for Swiss domestic passenger and cargo traffic, but also for people and freight moving between Germany and Italy.

The 21.5-mile Lötschberg Base Tunnel opened in 2007. But the Gotthard tunnel was the centerpiece of the project to improve rail capacity. Total cost of the Gotthard route projects would be approximately \$13 billion. This included both the replacement of the existing 9.3-mile Gotthard tunnel with a new, 35.4-mile base tunnel, and a second, 9.6-mile bore (the Ceneri Base Tunnel) between Bellinzona and Lugano.

In 1999, construction of the twin-bore Gotthard Base Tunnel began with blasting of two access tunnels from the surface, at Amsteg and Faido. In 2002, the first of four tunnel boring machines went to work at the south end of the tunnel (Bodio). These massive machines would ultimately be responsible for 80 percent of the project's excavation work, with the remainder done by traditional blasting techniques.

By 2004, work was underway at five separate construction sites: Erstfeld in

the north, Bodio in the south, and three intermediate sites reached via access tunnels from the surface.

In October 2010, final breakthrough occurred in the east bore, meaning that this tube was now open from end to end. Final excavation work was completed in 2011. By that time installation of railway systems – track, train control, power, communication, and related equipment – was already underway in the south end of the tunnel.

The two bores are between 130 and 230 feet apart through most of the tunnel. There are 178 cross passages, at intervals of 1,065 feet, that allow personnel to move from one bore to the other.

In addition, there two intermediate "multifunction stations" at Sedrun and Faido, where crossovers allow trains to move from one bore to the other. The tunnel's major ventilation systems are located at these points.

These stations are also equipped to serve as emergency evacuation points. If, for example, there is a fire on a train, the operator will be instructed to move to the next multifunction station (unless one of the tunnel portals is closer). At the station, passengers will be evacuated from the train and moved through a passageway to the other bore, where an evacuation train will remove them from the tunnel. In the meantime, fire control trains will move into place to deal with the disabled train.

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

The best way to reach the Jersey Shore in 1953 was by train, as evidenced by the crowd waiting on the Pennsylvania-Reading Seashore Lines platform at Haddonfield, New Jersey. Photo from Haddonfield United website.

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

Trains and cars don't mix. Never race a train to the crossing — even if you tie, you lose.

## **87 YEARS AGO THIS MONTH**



**NEW YORK TO ST. LOUIS AIRWAY LIMITED AT PENN STATION, NEW YORK ON ITS INAUGURAL RUN, JULY 7, 1929 - PRR PHOTO**



**"INSIDE THE BACK PAGE"**

**UPCOMING LANCASTER CHAPTER ACTIVITIES**

**JULY 18, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - ICE CREAM SOCIAL**

We will have a brief meeting, then an Ice Cream Party. The Chapter will provide ice cream, toppings and drinks. Please bring your favorite snack/dessert to share. Bring lawn chairs. If it's nice weather, we will have the party on the Deck. Passenger station and caboose will be open for tours. This will be a great way to cool off during the "dog days of summer."

**AUGUST 15, 2016 - MONDAY, 6:00 PM - "RIDE THE RAILS" AT THE STRASBURG RAIL ROAD**

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Chapter Meeting in a Strasburg passenger car. Restrooms will be available at the station - shops and restaurant close 15 minutes after the train returns to Strasburg. Purchase your tickets from the Chapter at the reduced price of \$5.00 each. Bring your friends to this fun-filled meeting.

**SEPTEMBER 18, 2016 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC**

Picnic is free for chapter members and \$5.00 for guests. Please join us for this popular event.

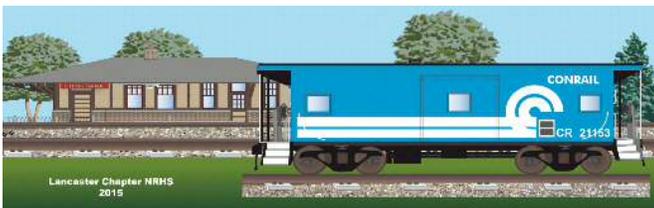
**SEPTEMBER 24, 2016 - SATURDAY, 10:00 AM - CHRISTIANA FREIGHT STATION - RAILROAD OPEN HOUSE**

Railroad Open House at the Christiana Freight Station and Dedication of the Chapter's Conrail caboose, No. 21153 at 1:00 PM. There will be model train displays and miniature train rides. Also planned for the day is a walking tour of Christiana. The three Railroad Stations in Christiana: the Freight Station, Passenger Station, and Underground Railroad Station also will be open.

**CHAPLAIN CONTACT INFORMATION**

DAVID STAMBAUGH EMAIL: [CHAPLAIN@NRHS1.ORG](mailto:CHAPLAIN@NRHS1.ORG) PHONE: 717-292-1726 OR CELL 717-683-3053

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



Due to the delay of regular chapter meetings, the EARLY BIRD price date for Conrail N7E caboose #21153 and the Christiana passenger station replica has been extended. The EARLY BIRD price will be \$16.00 until July 31, 2016. On August 1st the price will increase to \$17.00.

If you have bought past chapter replicas with a specific # we would like to reserve that # for you. We have a list of names with past numbers if you need help. However, we have a limited number of replicas available and cannot guarantee a previously assigned number will still be available.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE NO: \_\_\_\_\_

My number is: \_\_\_\_\_

\_\_\_\_\_ I forget my number, please look it up.

\_\_\_\_\_ I do not need a specific number, any available number will do.

Please send this form and a check payable to the Lancaster Chapter NRHS to: Stephen L. Himpsl, 390 Dale Avenue, Mountville, PA 17554. Replicas can also be picked up at any regularly scheduled chapter meeting at the Christiana Freight Station.



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**MEMBERSHIP MEETING NOTICE**

**THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JULY 18, 2016, STARTING AT 7:30 P.M.**

**LANCASTER CHAPTER  
 NATIONAL RAILWAY  
 HISTORICAL SOCIETY**

**10 RAILROAD AVENUE  
 CHRISTIANA, PA 17509-1416  
 PHONE: 610-593-4968**

**CHAPTER WEBSITE: WWW.NRHS1.ORG**



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: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@NRHS1.ORG.

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