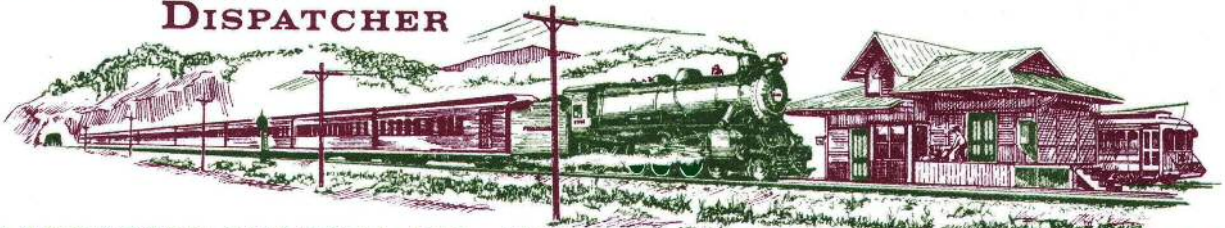


**LANCASTER
DISPATCHER**

1935 - 2016



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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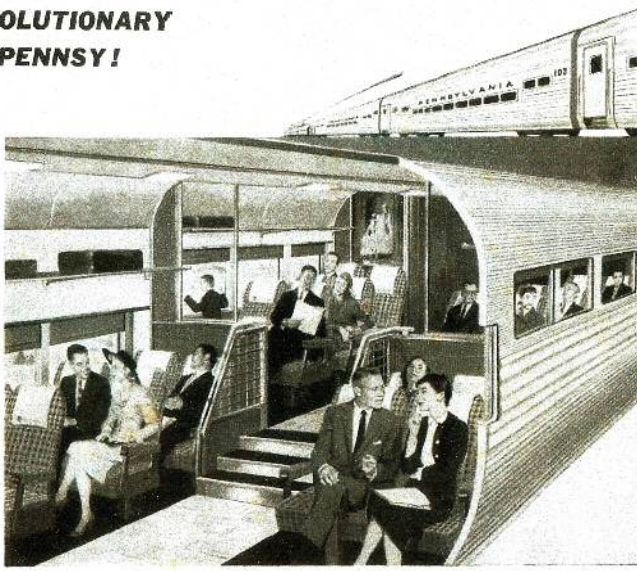
**NOW! ANOTHER REVOLUTIONARY
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**MODERN STAINLESS STEEL CARS ALSO
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between
**NEW YORK - PHILADELPHIA
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With the addition of the new PENNSY KEYSTONE, many late-style cars have been used to re-equip other fast trains. These include ultra-modern Lounge Cars, Dining Cars, Tavern Cars, Parlor Cars and reclining seat Coaches. All in all—more comfort, more convenience, better service for our patrons!

Again, the Pennsy is in the vanguard of railroad progress with one of today's newest trains—the revolutionary PENNSY KEYSTONE. This sleek, rail-hugging beauty has coaches that are nearly two feet lower than previous cars—a new low center of gravity for smoother riding. Reclining foam-cushioned seats are arranged on two levels. There's a separate smoking section in each coach, fitted with restful lounge chairs. And, of course, the entire train is delightfully air conditioned.

The PENNSY KEYSTONE leaves twice daily from New York and Washington. Spacious Parlor Cars and attractive Dining Cars are included on the morning and midday runs. Slumber-inviting Sleeping Cars on the overnight run from New York. Recommend this thrilling new train to your friends!

Pennsylvania Railroad



About the New Tubular Train

About the Pennsylvania Railroad's New Tubular Train

On June 24, 1956, the Pennsylvania Railroad inaugurated the Keystone, a twice-daily Washington-New York train that used a new design of coaches built by the Budd Company. The floors at the ends of the cars were of normal height so that doorways matched the platforms that existed at every station along the route. But in keeping with the Talgo low-floor philosophy, the centers of the cars were lowered, reducing the car's center of gravity. This brochure describes the supposed advantages of a train with a lower center of gravity. There is no date but the brochure was printed well before the cars were completed. The actual cars did not have a red stripe, and the word "Pennsylvania" was in raised letters at the same height as the end windows. The cars were numbered in the 9600s and the numbers, in raised letters, appeared on the ends of the cars at the same height as the railroad name.

The lower center of gravity supposedly allowed the train to take curves at higher speeds without worries that the cars would tip over. For some reason, Budd and the Pennsylvania Railroad called this a "tubular train," as if all normal steel passenger cars were not, in some sense, tubes. The train consisted of seven coaches, each with 82 seats, and an eighth car to generate electricity for the coaches. The total height of the cars was just 11 feet 9 inches, compared with 13 feet 6 inches for a normal streamlined coach. Each car was 85 feet long, the same as a normal car, but partly because of the lower height the cars weighed only 93,000 pounds instead of the 123,000 pounds that a normal coach would weigh. Budd said the train cost about \$2,000 per seat, compared with \$3,000 for a conventional train, but \$1,000 for the Aerotrain. The Keystone train was pulled by a Pennsylvania Railroad GG1 electric locomotive. The power car was the first car behind the locomotive. In regular service, a diner, parlor car, and in the case of an overnight train, sleeping cars would be behind the coaches.

PENNSYLVANIA RAILROAD

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for your
patronage*





THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"

YOUR LIFE >

Don't risk it playing Pokémon Go.
STAY OFF RAILROAD TRACKS.

NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2016-2017, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 17, 2016 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 17 meeting, or by placing your name in nomination by writing, before October 1, 2016 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

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



FRA RELEASES TIER 1 DRAFT NEC FUTURES STUDY

By Joseph M. Calisi, July 29, 2016 - *Trains* News Wire

WASHINGTON — A study about reinventing the Northeast Corridor operated by Amtrak has been released by the Federal Railroad Administration. The draft represents an accumulation of comments from over 3,200 individuals, agencies, and organizations into one document and are instrumental in the FRA's process to identify a preferred alternative for evaluation in the final environmental review.

NEC FUTURE, is a comprehensive rail investment planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor from Washington, D.C. to Boston. The document is set to consider the role of rail passenger service in the context of current and future transportation demands. The goal is to determine a long-term vision and investment program for the corridor.

The comment period for the NEC FUTURE Tier 1 draft environmental impact statement was designed to accumulate comments and suggestions. The FRA considered comments from the public, agencies, and stakeholders, as well as the analysis presented in the environmental statement and FRA policy objectives, to identify a preferred investment program. The preferred alternative provides a framework for future rail improvements on the NEC, and will be described and evaluated in the final environmental statement.

A summary of comments is now available on the NEC FUTURE website, along with the full set of submissions received. A summary describes the main themes expressed in the comments and how the FRA is using this feedback to identify a preferred alternative.

AMTRAK TO LAUNCH NATIONAL ON-BOARD MAGAZINE

July 29, 2016 - Progressive Railroading - Amtrak has selected London-based travel media company Ink to produce a new on-board national magazine and accompanying digital content portal.

Dubbed *The National*, the new bimonthly magazine will span Amtrak's national network, reaching 31 million riders each year, Ink Global officials said in a press release.

Slated to launch in October, the new publication will replace *Arrive*, Amtrak's current official magazine that's distributed exclusively on Northeast Corridor routes.

The National will feature travel essays, reported pieces, fiction, poetry and fine-art photography, as well as a range of voices from across the United States, said Executive Editor Alex Hoyt in an Ink blog post.



"We've partnered with Ink in order to bring in their wealth of experience to our magazine so that together, we can create inspirational editorial and vivid storytelling for our customers today and for the future," added Amtrak Vice President of Brand Management and Marketing Rob Friedman. "We believe Ink's unique insights, and award-winning

editorial credentials will help strengthen the Amtrak brand and our customer offering."

Ink has a staff of more than 300 people and creates media for airlines, railroads and travel companies. In addition to its headquarters in London, Ink has offices in Atlanta, Dallas, Miami, New York City, Sao Paulo and Singapore.

ON 'CHIEF' INSPECTION TRIP, AMTRAK'S BOARDMAN SAYS SUCCESSOR HAS BEEN SELECTED

By Bob Johnston, August 9, 2016 - *Trains* News Wire (Edited)

LA JUNTA, COLO. — Joe Boardman apparently knows who his successor will be as Amtrak's president, but he's not sharing the information.

With the Amtrak president's retirement imminent, a Colorado television reporter asked Boardman if the company's support of local efforts to bring a section of the *Southwest Chief* to Pueblo, Colo., might diminish after he leaves Amtrak at the end of September.

"What is the future, and what are you telling your successor?" asked Laura Wilson of Colorado Springs-Pueblo station KOAA-TV.

"The future is I know who is coming in and he'll do a good job," Boardman said, adding later that divulging the name of the next Amtrak president, "(is) not my news to make. That's the Board's news."



THE FIVE-CAR INSPECTION SPECIAL PAUSES AT NEWTON, KANSAS - PHOTO BY BOB JOHNSTON

The interview took place at La Junta, Colo., on Aug. 4, at the end of a day-long inspection trip from Kansas City, Mo. The trip resumed the next day, going to Albuquerque, N.M.

But the journey's main purpose was to show stakeholders the progress toward preserving 79-mph speeds for the Southwest

Chief through Kansas, Colorado, and New Mexico. Over the past year, BNSF crews have been laying new rail from a Pueblo, Colo., steel mill, replacing ties and tamping ballast. Several miles west of Hutchinson, Kan., a track gang waited for the special's passage.

Over the last two years, the initiative has leveraged \$6.6 million raised locally with \$8 million from Amtrak and \$4 million — plus 20 years of

continuous track maintenance — by BNSF to obtain \$27.6 million in Transportation Investment Generating Economic Recovery (TIGER) federal grants.

Another proposed TIGER grant, sponsored by Lamar, Colo., and seeking an additional \$30.9 million for the *Southwest Chief* track project, was not among those selected by the U.S. Department of Transportation for the 2016 program. The competition was stiff: 585 applicants requested a total of \$9.3 billion.

Including federal, state, and local funds, \$46.2 million has been spent so far to rehabilitate 127 miles of track between Hutchinson and the junction with New Mexico's Rail Runner west of Lamy, N.M.

More funding must be cobbled together to complete upgrades, which include not only track but signal system replacement on the segment west of Trinidad, Colo., which the Chief has not shared with regular BNSF freight traffic for more than six years. Hours-long tardiness has plagued the train this summer; a two-hour delay of No. 4 into La Junta on the same day as the inspection special can be traced directly to signal failures during a rainstorm.

Railroads are always evaluating freight traffic patterns on other routes and considering what maintenance levels can justify expenditures. As Congress continues to demur on meaningful passenger rail infrastructure and operations spending, informed coalitions comprised of civic leaders at all levels will likely become more important than ever.

Educating those people with excursions like the three Amtrak and BNSF have hosted since January 2013 for *Southwest Chief* proponents won't make funding issues disappear, but the trips have succeeded in allowing stakeholders along the route to understand what investment is needed and share the vision of increased public mobility.

FRA AWARDS \$2.64 MILLION GRANT TO AMTRAK FOR POSITIVE TRAIN CONTROL IMPLEMENTATION

WASHINGTON - Aug. 16, 2016 - FRA News Release - The U.S. Department of Transportation's Federal Railroad Administration today awarded \$25 million in grants for 11 projects in six states and the District of Columbia to assist in implementing Positive Train Control (PTC).

PTC systems are designed to prevent certain train-to-train collisions, over-speed derailments, incursions into established work zone limits, and trains going to the wrong tracks due to improper switching.

Amtrak - D.C. - \$2.64 million to put in place authentication technology to fully secure the PTC wireless communication and data transmittal between a train's point of origin and targeted receivers on the Northeast Corridor.



YES, VIRGINIA AVENUE, THERE IS A NEW TUNNEL

By Brian Schmidt, July 22, 2016 - *Trains* News Wire

WASHINGTON – Railroads are often leery of large capital projects in urban areas, possibly nowhere more so than the nation's capital. Yet, CSX Transportation recognizes the importance of continued investment and is working to expand its Virginia Avenue Tunnel in the District of Columbia to handle double-stack container trains.



THE OLD VIRGINIA AVENUE TUNNEL, AT RIGHT, WILL BE REPLACED ONCE THE NEW BORE ENTERS SERVICE LATER IN 2016 - BRIAN SCHMIDT

To address community needs, the railroad set up an office on site near the west portal. Through the beginning of June, the railroad logged more than 51,000 contacts with neighbors, according to railroad representative Rob Doolittle. That total includes public meeting attendees, social media interactions, and email newsletter recipients.

May 2016 marked the first anniversary of construction on the project. The railroad obtained the necessary permits from local authorities to begin work in January 2015.

CSX is applying a cut-and-cover approach to building the tunnels, digging a new trench adjacent to the existing bore and then placing a concrete cover over it. To limit Disruptions to the neighborhood, CSX and its contractors are drilling pilings, which will support the walls of both new tunnels.

The railroad expects to run trains through the first of the new tunnels by the end of 2016. Once that is completed, the railroad will build a second tunnel to replace the existing bore that the Pennsylvania Railroad built in 1872.

To see regular construction updates, and watch a time-lapse video of the projects, go to www.virginiaavenuetunnel.com.

CSX DERAILMENT CLEANUP CONTINUES, OUTREACH CENTER OPEN IN NORTHERN KENTUCKY

FALMOUTH, Ky. - Aug. 11, 2016, *Trains* News Wire - Clean-up crews continue removing derailed freight cars from the site of a 24-car freight train derailment in Falmouth on August 10 on the railroad's CC Subdivision between Cincinnati and Corbin, Ky.



CSX crews have opened a community outreach center at the Pendleton County High School to reimburse local residents for out-of-pocket expenses, lost wages, and business interruption losses related to the derailment and evacuation it prompted.

CSX confirmed late Wednesday that 24-cars of the 125-car freight train derailed including hazardous materials cars, which did not spill. The railroad set up air quality monitoring stations nearby as a precaution during the clean-up. The stations would alert crews if hazardous chemicals leaked during clean-up.

The train was en route to Atlanta from Cincinnati on the former Louisville & Nashville main line when it derailed at around 10:40 a.m. Eastern time on Wednesday morning. No one was injured and the cause of the derailment is still under investigation.



NORFOLK SOUTHERN REPORTS SECOND-QUARTER 2016 RESULTS

NORFOLK, Va., July 27, 2016 – Norfolk Southern Corporation today reported financial results for second-quarter 2016. Net income was \$405 million, compared with \$433 million during the same period of 2015. Diluted earnings per share were \$1.36, 4 percent lower compared with \$1.41 per diluted share earned in the second quarter last year.

"Our second-quarter results reflect our unwavering focus on cost-control, steadfast commitment to customer service, and significant improvements in network performance," said Chairman, President, and CEO James A. Squires. "We are on track to achieve productivity savings of at least \$200 million for 2016, and our record first half operating ratio of 69.4 percent gives us confidence we'll achieve a full-year operating ratio below 70 percent. Through the continued execution of our strategic plan, we remain confident in our ability to drive superior shareholder value through excellent customer service that positions us for future revenue growth, combined with network efficiency and asset utilization."

Second-quarter summary

· Railway operating revenues were \$2.5 billion, down 10 percent compared

with second-quarter 2015, due to reduced volumes and lower fuel surcharge revenues. Overall volume declined 7 percent to 1.8 million units for the quarter.

· Merchandise revenues were \$1.6 billion, 3 percent lower than the same period last year. Volume declined 3 percent, largely due to fewer chemicals shipments resulting from continued low oil prices. The five merchandise commodity groups reported the following year-over-year revenue results:

- o Chemicals: \$426 million, down 6 percent
- o Agriculture: \$383 million, up 1 percent
- o Metals/Construction: \$334 million, down 3 percent
- o Automotive: \$248 million, down 2 percent
- o Paper/Forest: \$186 million, down 5 percent

· Intermodal revenues were \$538 million, 15 percent lower compared with second-quarter 2015. Volume declined 5 percent primarily due to the restructuring of the company's Triple Crown Services subsidiary.

· Coal revenues were \$339 million, 25 percent lower compared with second-quarter 2015. High stockpiles, limited coal burn due to mild winter weather, and sustained low natural gas prices combined to decrease volume by 24 percent.

· Railway operating expenses declined 11 percent to \$1.7 billion, primarily due to cost reduction initiatives as well as lower fuel costs, compared with the same period of 2015.

· Income from railway operations was \$770 million, 5 percent lower compared with second-quarter 2015.

· The composite service metric improved 13 percent in the quarter and 18 percent for the first six months of 2016, compared with the same periods last year.

· The operating ratio, or operating expenses as a percentage of revenue, was 68.6 percent, a 140 basis point improvement compared with 70.0 percent in the second quarter of last year. [Norfolk Southern Corp.]

IN NEW SUSTAINABILITY REPORT, NORFOLK SOUTHERN OUTLINES "WHAT EFFICIENCY LOOKS LIKE"

Norfolk, Va - Aug 09, 2016 - Cleaner-running locomotives. Greater energy efficiency. Support for safer communities. Fewer workplace injuries. A more diverse workforce.

Those are among key achievements highlighted in Norfolk Southern's new online sustainability report, "What Efficiency Looks Like." The report details NS' progress toward achieving a healthy balance between its business imperatives as a publicly traded company and its environmental and social commitments as a responsible corporate citizen.

"Efficiently moving freight trains across our 22-state network is a cornerstone of sustainability at Norfolk Southern," said CEO Jim Squires. "It's about turning challenges into daily opportunities – keeping our people and communities safe, providing unequaled customer service, and being a good steward of the resources that contribute to our success."

"Corporate sustainability at Norfolk Southern means acting responsibly in the conduct of our business, which enhances our ability to grow business," said Bruno Maestri, vice president government relations and corporate sustainability officer. "We are part of the fabric of the communities where we operate, and we want to add value by what Norfolk Southern brings to our communities."

Among report highlights, NS in 2015:

Environmental Performance

- Rolled out a new class of low-emission Eco locomotives at rail yards in Atlanta and Chicago.
- Introduced a custom plug-in engine-heating system at rail yards that reduces unnecessary locomotive idling in cold weather.

- Adopted a five-year goal to improve locomotive fuel efficiency, which will contribute to the company's goal to reduce its greenhouse gas emissions.

Economic Performance

- Returned more than \$700 million in dividends to shareholders, representing a 6 percent increase in dividends per share for the year.
- Supported the location of 61 new industries and 32 industry expansions along NS rail lines, representing \$4.2 billion in customer investment and more than 6,100 new customer jobs.
- Contributed more than \$13.7 million in combined Norfolk Southern Foundation, corporate, and business giving in communities served by the railroad to support human service needs, arts and culture, environment, and education.

Social Performance

- Recorded a 13 percent decline in employee reportable injuries.
- Hired a record number of female employees: 28 percent of management trainees and 7 percent of conductor trainees were women.
- Formed local employee diversity and inclusion councils in each of the railroad's 10 operating divisions.
- Helped train more than 4,800 local emergency responders in safe response to potential incidents involving transport of product regulated as hazardous material.

The online report can found at www.nssustainability.com.



CLAYMONT TRAIN STATION GETS \$10 MILLION GRANT

Karl Baker, July 29, 2016 - The Wilmington News Journal

The multi-year struggle to find enough money to rebuild the Claymont train station near the shuttered Evraz Steel Mill is over.

Gov. Jack Markell, U.S. Sen. Tom Carper, D-Delaware, and other state and federal officials gathered outside the old headquarters of the mill Friday to celebrate a \$10 million federal grant from the U.S. Department of Transportation. The new station, which will be built by 2020, will ignite job growth in Claymont, particularly within the new commercial developments at the former mill site, they said.



The rebuilt station will cost \$40 million. More than \$16 million will come from the state and the rest will be federal money.

"I am very bullish about Claymont," Markell said. "With this 10 million, the other 30 million that's going to be part of this project, and the private investment that's taking place around us, this is going to be amazing."



ARTIST RENDERINGS OF THE NEW CLAYMONT TRAIN STATION SITE. MORE THAN 1.25 MILLION RIDERS USE THE COMMUTER RAIL SYSTEM ANNUALLY IN DELAWARE (PHOTO - PROVIDED)

The Claymont station serves about 1,200 weekday commuter rail riders but its century-old structures are deteriorating and not compliant with the Americans With Disabilities Act, officials said. It is the northernmost in Delaware with commuter rail linkages to Philadelphia and Wilmington.

The new station, with a

Victorian brick facade, will have more parking and will be accessible to people with disabilities. It will be tucked between I-495 and the Pennsylvania state line along the railroad tracks just east of U.S. 13, a few hundred feet north of the current station.

The former Evraz Steel Mill is being transformed into a development called First State Crossing, a mix of offices, warehouses, and a logistics center for container shipping. St. Louis developer Commercial Development Co. estimates the 425-acre project could bring as many as 5,000 jobs to the area.

Steve Collins, vice president at Commercial Development Co., said Friday that Delaware officials have been very accommodating to his firm, exemplified by the new train station proposal.

The project, led by the Delaware Department of Transportation, won the grant with the help of advocacy from Delaware's Congressional delegation, including Carper, who said the shuttered steel site redevelopment project convinced U.S. DOT officials that the money would be spent wisely.

"They're scarce dollars, and the U.S. DOT wants to be sure that they're investing these scarce dollars in projects that will lead to a lot of economic activity and a lot of job creation," Carper said. "People of Claymont have been asking for years for a 21st Century train station."

Since 2009, the Transportation Investment Generating Economic Recovery, or TIGER, grant has provided nearly \$4.6 billion to 381 projects across the U.S., including funds for the redevelopment of the Newark train station.

The train station also is supported by a partnership of public and private entities, including New Castle County, Amtrak, SEPTA, and the Claymont Renaissance Development Corporation.

"Almost every kind of business needs transportation and there are a lot of millennials that live up in Philadelphia," Carper said. "Delaware is beginning to become a happening place as far as entrepreneurial activity."

Also at the Friday event, Sen. Harris McDowell, D-Wilmington North, said the Claymont station could spark renewed interest in train travel among Delawareans and ultimately lead to new passenger rail lines across the First State.

"This could be the catalyst to open up (rail) transportation in all of Delaware, all the way to the Delaware beaches," he said.

Over 1.25 million riders use the commuter rail system annually in Delaware, according to state officials, up 53 percent since 2003. SEPTA trains currently stop at the Claymont station 40 times each weekday and 14 times per day on Saturday and Sunday.



SEPTA's SILVERLINER V CARS COMING BACK ON LINE

By Joseph M. Calisi, August 4, 2016 - *Trains* News Wire

PHILADELPHIA — Southeastern Pennsylvania Transportation Authority's Silverliner V cars will wind their way back into revenue service this fall after being sidelined with structural cracks in their trucks.

Beginning the week of Aug. 21, 10 Silverliner V commuter cars will be placed back into service SEPTA General Manager Jeffrey D. Kneuppel says.

Kneuppel says an investigation found the cause of the hairline cracks. Computer models and metallurgical testing enabled engineers to find a long-term fix. In addition, a Silverliner V was field-tested using an intricate system of sensors to better understand the stress placed on equalizer beams. Materials for beams are being delivered, and the decision on the final design of the replacement equalizer beam will be made by Friday, Aug. 5.

"We sincerely regret the inconvenience to customers resulting from the recent rail car shortage. A fast, but exhaustive, investigation has produced valuable information on how to create a new and improved design for these equalizer beams," Kneuppel says. "SEPTA can now look forward to restoring full service starting later this summer."

When the program is completed, the whole 120-car fleet will be back in service by the week of Nov. 6.

The car outage was caused by mostly hairline-sized fatigue cracks in the equalizer beams on 115 of 120 Silverliner Vs during a regular inspection on July 1. Equalizer beams are part of the rail car suspension system, and distribute the weight of the vehicle to its axles.



MARYLAND TO RE-EVALUATE RIDERSHIP ON PROPOSED LIGHT RAIL LINE

HANOVER, Md. - Aug. 9, 2016 - Project leaders at the Maryland Transit Administration are being ordered to reevaluate projected ridership on the agency's new Purple Line light-rail system due to safety issues and declining ridership on the nearby Washington Metropolitan Area Transit Authority. The order came from U.S. District Judge Richard Leon and has made the project temporarily eligible for federal aid.

In the state agency's environment impact statement for the project, officials estimated that more of a quarter of Purple Line passengers would use the Washington Metro rail system as part of their trip. Now, Friends of the Capital Crescent Trail, an advocacy group, introduced a case against the project, saying that declining ridership and recurring safety problems on Metrorail warranted a supplemental environmental impact statement.

New developments at the Washington Metro, including several rounds of safety-related setbacks and other incidents, have warranted the new environmental statement for the Purple Line project under legislation known as the National Environmental Policy Act.

"These serious issues, which may have long-term effects on Metro ridership, only underscore how important it was for defendants to take the requisite hard look at the potential effect of Metro's safety issues on future Purple Line ridership and any related environmental issues," says U.S. District Just Richard Leon.

The Maryland Transit Administration will be able to continue with the project once new environmental documentation is received. Agency leaders expected to secure \$900 million in federal dollars.



The Maryland Purple Line Project is a 16.2-mile, 21-station, east-west light-rail line that will connect numerous communities in Maryland, from Bethesda in Montgomery County to New Carrollton in Prince George's County. The corridor is located inside the Capital Beltway near

Washington, D.C., in a densely populated area with commercial, mixed use and residential development. The line will connect major activity centers in Bethesda, Silver Spring, Takoma-Langley Park, College Park, and New Carrollton with communities along the alignment, Washington Metropolitan Area Transit Authority's (WMATA) Red, Green and Orange Metrorail lines, all three Maryland Area Regional Commuter (MARC) rail lines and Amtrak's Northeast Corridor line. Although the project will provide direct connections with WMATA, MARC and Amtrak, it will remain physically and operationally separate. [Edited from *Trains* News Wire and Railway Age]



PRR, PRSL & LIRR EVENTS IN SEPTEMBER

Sep. 12, 1894 - PRR holds first Board meeting in new Board Room at Broad Street Station.

Sep. 22, 1904 - New 4-track stone arch bridge over Brandywine Creek at Coatesville opens for eastbound traffic.

Sep. 13, 1914 - Summer-only *Buffalo Special* and *Pittsburgh Special* make last runs between Pittsburgh and Buffalo because of poor traffic.

Sep. 2, 1924 - Operating Dept. issues preliminary report on Philadelphia Improvements calling for a new main station in West Philadelphia and an underground station at 15th Street for suburban trains.

Sep. 22, 1934 - PRSL announces it has carried nearly 3 million passengers this season, up 20% from 1933; bridge train traffic is up 33.3% and Camden ferry traffic 10%.

Sep. 18, 1944 - A German POW is shot and wounded by a guard while making a break for freedom while boarding a prison train in the PRR's Exchange Place Terminal in Jersey City at 12:00 N; MP's threaten to arrest reporters if they don't leave; after this, POW loading is moved to more isolated locations in the Harsimus Cove freight yard.

Sep. 18, 1954 - Fan trip runs from New York/Newark to Atlantic City via Nelly Bly route with E6s No. 460, the "Lindbergh Special" engine.

Sep. 1964 - 30 columns and other stonework from Penn Station demolition broken up and dumped on a 90-acre tract owned by Bigley Brothers, Inc., at 2800 Secaucus Road in the Jersey Meadows, where they are visible from the PRR tracks.

Sep. 11, 1967 - Engineers stage wildcat strike against LIRR over revised work schedules that cut overtime pay, crippling morning rush hour. LIRR engineers return to work the following day under court order.

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

Friday-Sunday, Sept. 23-25, 2016

Reading Railroad Modelers Meet IV in Hamburg, Pa. sponsored by the Reading Railroad Technical & Historical Society. Info: www.ReadingRRMM.com

Sunday, Sept. 25, 2016

40th 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

Sunday, Sept. 25, 2016

Anthracite Special on the Reading & Northern Railroad by the Reading Company Technical & Historical Society to Tamaqua, Auburn, West Cressona, Schuylkill Haven, Minersville and Port Clinton. Price of ticket includes a lunch with hot dogs or pulled pork, chips and a beverage on-board ex-RDG Refreshment Car #9166. Restroom equipped. \$29 RCT&HS Members, \$35 Non Members. Advance sales only: Deadline for orders September 9, 2016. Indicate the number of tickets being ordered and send check or money order to RCT&HS, PO Box 15143, Reading, PA 19612-5143. Include a #10 SASE for return. No phone, internet, or credit card orders accepted.

Sunday, Sept. 25, 2016

TCA Atlantic Division Toy Train Show at the Plumbers Union Hall, 2791 Southampton Rd., Philadelphia, Pa 19154. Info: www.adtca.com

Friday & Saturday, Oct. 14-15, 2016

Fall 2016 NRHS Conference in Portland, Oregon.



TIMETABLE 09-16

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



Through Sunday, Oct. 30, 2016

Bridges of the Reading Railroad exhibit at the Reading Railroad Heritage Museum, 500 S. Third St., Hamburg, Pa. 19526. Info: www.readingrailroad.org

Through Sunday, Oct. 30, 2016

Steam and diesel powered excursions to various locations from the Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503-2018. Info: www.nps.gov/stea

Saturday & Sunday, Sept. 3-4, 2016

RAILFEST 2016 at the Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503-2018. Info: www.nps.gov/stea

Saturday, Sept. 10, 2016

The Great Lehigh Valley Train Meet at the Merchants Square Mall, 1901 South 12th Street, Allentown PA 18103. Info: www.lehighvalleytrainmeet.com

Saturday, Sept. 10, 2016

Philadelphia Chapter, PRRT&HS meeting at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa

Sunday, Sept. 11, 2016

Fall Hamburg Dutch Train Meet at the Union Fire Company Field House, 123 S. 4th St., Hamburg, PA 19526. 9:00 am to 1:00 pm. Adm: \$5.00. Info: Ralph Maurer, 610-987-3144



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday, Sept. 24, 2016 - FRM Members Day

Sunday, Oct. 2, 2016 - Garden Railways Tour

Saturday, Nov. 5, 2016 - Swing Train Dance

Saturday & Sunday, Nov. 5-6, 2016 - Trains and Troops

Saturday, Dec. 3 & 10, 2016 - Home For The Holidays



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

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

Sunday, Oct. 9, 2016 - Vintage Base Ball Day

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

Saturday, Oct. 22, 2016 - The Great Train Robbery

Weekdays Tuesday-Friday, Nov. 1-11, 2016 -LO&S/Plymouth weather permitting

Friday-Sunday, Nov. 18-20, 2016 - Day Out With Thomas



AUGUST, 2016

CHAPTER MEETING MINUTES

The " Ride The Rails" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Strasburg Rail Road, Strasburg, Pa. on Monday, August 15, 2016. The meeting was called to order at 7:50 p.m. by President Tom Shenk with 33 members and 7 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

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

CHAPLAIN: In the absence of Chaplain David Stambaugh, Tom Shenk reported Editor Ed Mayover is still recovering from his bout with pneumonia. Helen Shaak was at the hospital for a possible kidney stone. She is scheduled for tests and x-rays this week. Helen thanked everyone for all the cards and prayers she received. Fred Kurtz announced he had a biopsy done and the doctors discovered he has a low level of lymphoma. Tom McMaster reported his wife Anna had knee replacement surgery and is in therapy.

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

MEMBERSHIP: Helen Shaak introduced guests Tony White and Roberta Ballard from Connecticut. Tony is the National District One Director and Roberta is the National Representative for the chapter. Fred Kurtz thanked Roberta for filling in for him as Secretary of the Advisory Council Committee. Tom announced Jay Strubel will be receiving his 50-Year pin at the Chapter's Annual Banquet in November. Jay will also get his chapter dues paid by the Chapter and a free newsletter. This applies to all chapter members who remain members for 50 plus years.

CHRISTIANA RAILROAD DAY: Glenn Kendig announced on Saturday, September 24, 2016 will be "Railroad Day" at the Christiana Freight Station. Glenn Kendig announced there will be a "DEDICATION MEETING" to help determine where help is needed for the Railroad Day event. The date will be THURSDAY, SEPTEMBER 8 at 7:00 p.m. at the CHRISTIANA FREIGHT STATION. Anyone who would like to help at the Open House event please come to this meeting. Glenn also announced a "CLEAN-UP DAY" on SATURDAY, SEPTEMBER 10 at 9:00 a.m. to get the Freight Station in shape for the dedication on Saturday, September 24. Glenn announced the Chapter's Annual Picnic will be on Sunday, September 18 (eating at 4:00 p.m). There will be a Board Meeting at 2:00 p.m. prior to the picnic.

ANNOUNCEMENT: Smoke and Helen Shaak are going on a coast to coast trip in October. They will start out in Lancaster to Pittsburgh, Chicago, Los Angeles, stay on the Queen Mary, New Orleans, to Philadelphia, and back to Lancaster.

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

Respectfully submitted by Donetta M. Eberly Secretary



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



GE COMPLETES 1,000th LOCOMOTIVE AT FORT WORTH PLANT

FORT WORTH, Texas, July 11, 2016 - *Trains* News Wire General Electric has finished producing the 1,000th locomotive at its Fort Worth manufacturing plant. The company's Manufacturing Solutions facility recently completed building Canadian National ET44AC No. 3087. The locomotive is the 1,000th locomotive to be built at the Fort Worth plant and is part of an order of 50 locomotives by Canadian National.



PHOTO COURTESY OF PROGRESSIVE RAILROADING

Since opening in late 2012, the plant has built locomotives for BNSF Railway, Canadian National, CSX Transportation, among other railroads. BNSF has had more than 770 locomotives built at the facility alone, according to an article in the *Fort Worth Star-Telegram*. The plant employs about 700 people.



FRA APPROVES PASSENGER RAIL BLUEPRINT TO CONNECT BOSTON AND NEW HAVEN TO MONTREAL, ADD SERVICE FOR CENTRAL MASSACHUSETTS

One new route would run from Boston through Springfield, Mass. to New Haven; two additional routes would connect Montreal to Boston, New Haven

WASHINGTON - July 20, 2016 - FRA Press Release -The U.S. Department of Transportation's (DOT) Federal Railroad Administration (FRA) today announced a Finding of No Significant Impact on the Northern New England Intercity Rail Initiative (Initiative). The finding clears the way for states and the federal government to invest in future passenger rail service in New England. The Initiative proposes to restore service between Boston and New Haven through Springfield and Hartford and add new service between Boston and Montreal.



"Existing passenger rail service through New England is limited and already at capacity for a region that is growing," said U.S. Transportation Secretary Anthony Foxx. "With an approved blueprint in hand, New England can now move forward to connect people to key job centers and allow students to easily travel to and from New England's numerous colleges."

FRA awarded \$942,775 to the Massachusetts Department of Transportation (MassDOT) and the Vermont Agency of Transportation (VTrans)

through FRA's Next Generation High-Speed Rail Program to study potential service options and complete the Tier 1 Environmental Assessment, in accordance with the National Environmental Policy Act.

FRA found that no significant environmental impacts would result from adding more frequent and higher speed intercity passenger rail service, in large part due to the use of existing operating rail lines within existing rights-of-way. The proposed infrastructure improvements also would be located within existing right-of-way along areas that were in the past double or triple tracked.

"More than two million people live within three miles of a station along this corridor," said FRA Administrator Sarah E. Feinberg. "For everyone to move safely and efficiently, the region needs a robust rail system, and this blueprint will help achieve that goal."

MassDOT and VTrans will coordinate the Initiative with other projects, including NEC FUTURE, FRA's ongoing comprehensive planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC). The NEC runs from Washington, DC to Boston. Together, this Initiative and NEC FUTURE would provide greater connectivity to central Connecticut, Massachusetts, northern New England, and Montreal.



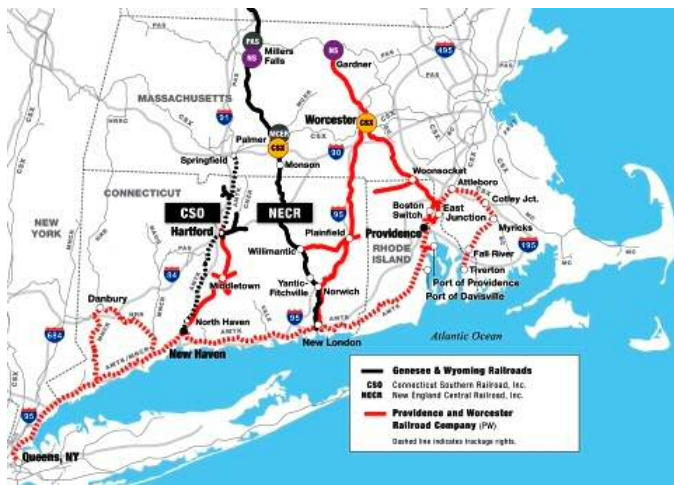
GENESEE & WYOMING TO ACQUIRE PROVIDENCE AND WORCESTER

WORCESTER, Mass. - Aug. 15, 2016 - Progressive Railroading - Genesee & Wyoming Inc. (G&W) will acquire Providence and Worcester Railroad Co. (P&W) under a proposed merger agreement announced late last week.

Under the agreement, G&W will acquire P&W for \$25 per share of common stock, or \$126 million in cash. The acquisition is expected to close after P&W shareholder approval in the fourth quarter, the companies announced in press releases.

G&W will fund the acquisition through its revolving credit facility under which it had available capacity of \$542 million as of June 30, company officials said.

P&W's headquarters is in Worcester, Mass. The railroad employs 140 people, owns 32 locomotives and operates over 163 miles of owned track and 350 miles under track access agreements. It has exclusive freight access over Amtrak's Northeast Corridor between New Haven, Conn., and Providence, R.I., and trackage rights over MTA Metro-North Railroad, Amtrak and CSX between New Haven, Conn., and Queens, N.Y.



MAP FROM GENESEE & WYOMING, INC.

P&W interchanges with G&W's New England Central Railroad (NECR) and Connecticut Southern Railroad, as well as with CSX, Norfolk Southern Corp., Pan Am Railways, Pan Am Southern, the Housatonic Railroad and the New York and Atlantic Railroad, and also connects to CN and Canadian Pacific via NECR.

If the acquisition is approved by the Surface Transportation Board, P&W would be managed as part of G&W's Northeast region led by Senior Vice President Dave Ebbrecht.

The acquisition would enhance G&W's service to customers and Class I in New England, G&W officials said.

"The acquisition of P&W is an excellent strategic fit with G&W's contiguous railroads, the New England Central and the Connecticut Southern," said G&W President and Chief Executive Officer Jack Hellmann.

P&W also would enable G&W to "realize substantial immediate cost savings, to share and optimize the utilization of equipment and other assets, and to unlock significant new customer opportunities across sister G&W railroads as well as connecting partners at two Canadian Class I Railroads, two U.S. Class I Railroads and two regional railroads," Hellmann added.

For P&W, the acquisition "ensures that our company will continue to provide the quality of service which our customers and the communities we serve have enjoyed over the 40-plus years since we recommenced independent operations while at the same time continuing and improving

on our programs to promote employee and community safety," said P&W Chairman and CEO Robert Elder.

In the first year of operation post-acquisition, G&W officials anticipate P&W would generate \$35 million in revenue.

START-UP COMMUTER RAILROAD SHOWS OPTIMISM DESPITE PROVIDENCE & WORCESTER SALE

WORCESTER, Mass - Aug. 16, 2016 - *Trains* News Wire - The promoter of a proposed private commuter rail service through Massachusetts and Rhode Island is optimistic the sale of the Providence & Worcester to Genesee & Wyoming will not derail his plans to start running passenger trains next year.

Vincent J. Bono's Boston Surface Railroad Co. has proposed to start running daily commuter trains between Woonsocket, R.I., and Providence by late 2017 and between Worcester and Providence by 2018, using 44 miles of P&W track. Bono says he is confident the market is already there for passenger service between the two endpoints and that his railroad won't need government subsidies. On an inspection trip over the route last month, Bono called the P&W "a very supportive partner."

But with Monday's news that the G&W will purchase the P&W for \$126 million, it appears Bono will have to work with someone else if he wants to achieve his goals.

"G&W is a progressive and forward looking organization," Bono says. "We anticipate at least as good a relationship with them as the P&W considering the financial benefit of our project to them as well as the economic benefits to the entire region."

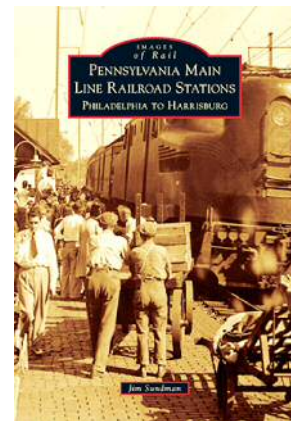
THIS MONTH'S BANNER PHOTO

Pennsylvania Railroad Keystone Power Car No. 9600 and train at Long Island City, New York on October 13, 1963.

NEW PRR BOOK FROM ARCADIA PUBLISHING

PENNSYLVANIA MAIN LINE RAILROAD STATIONS: PHILADELPHIA TO HARRISBURG

By Jim Sundman, 128 pages, 221 black and white images, paperback, \$21.99



In 1857, the Pennsylvania Railroad took over Pennsylvania's Main Line of Public Works, a state-owned railroad and canal system built in the 1830s. Costly to build and maintain, and never attracting the traffic needed to sustain it, the state was eager to let it go. Keeping the rail portion and combining it with its own lines, the PRR ultimately developed a well-built and well-run rail line from Philadelphia to Pittsburgh all while keeping the "main

line" moniker. The eastern section between Philadelphia and Harrisburg was especially successful, particularly after the railroad built new communities along the line that were at first summer destinations and later year-round homes for daily commuters. Other towns and cities along the main line had a strong industrial or agricultural base needing rail access, and many of these communities had attractive train stations. The book documents many of these passenger stations through vintage photographs and other images. Most are gone, but fortunately some still stand and are in use today.

Jim Sundman is a local historian, researcher, and regular commuter on the main line, where he travels to his job with Amtrak at 30th Street Station in Philadelphia. His daily trips to and from his home in Downingtown, Pennsylvania, piqued his interest in the old stations along the line.

Information at www.arcadiapublishing.com/Products/9781467116770



LANCASTER CHAPTER, N.R.H.S.

ANNUAL PICNIC

SUNDAY AFTERNOON

SEPTEMBER 18, 2016

CHRISTIANA FREIGHT STATION

CHAPTER BOARD MEETING AT 2:00 pm

PICNIC STARTS AT 4:00 pm

The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Bring a container or Ziploc bags to take food or chicken home.

Picnic is free for Chapter members and \$5.00 for guests.

Join your Chapter friends for a leisurely, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic Christiana Freight Station and our Chapter's beautiful Conrail caboose.



FOLLOWING PUBLIC HEARING, AAR AGAIN URGES FRA TO WITHDRAW CREW SIZE RULE

WASHINGTON - Aug. 16, 2016 - *Trains* News Wire - The Association of American Railroads is calling on the Federal Railroad Administration to disclose the data it has used in drafting a rule that would require two people aboard almost all freight trains in the U.S.

On Monday, AAR again urged the federal agency to drop its plan to finalize a contentious crew size rule. The call came a month after the FRA held a public hearing on the issue in Washington, D.C.

"The simple fact is that no data exist showing two-person crews will enhance safety," says Edward R. Hamberger, AAR president and CEO. "The FRA needs to be fully transparent in disclosing the sources it has relied on during this rulemaking process. Until the agency can provide any hard evidence to make its case, it should abandon this misguided proposal."

While the industry has strongly opposed the rule, union groups have lauded the proposal, saying an extra pair of eyes in the cab can make a dangerous job a little bit safer. Groups such as the AAR, however, say technology like positive train control make a second person redundant.

Hamberger says the AAR has never had enough evidence to push a crew size rule.

"It is somewhat puzzling why the FRA would go forward with this proposed measure without having completed its due diligence," Hamberger says. "The Agency should take a step back and complete a fact-based, data-gathering process first, instead of continuing to push through a rule that lacks supporting empirical data."

The FRA's minimum train crew size rule would require most trains to have two people in the cab at all times, with exceptions for helper locomotives, work trains, tourist railroads, and others. Other railroads, such as commuter operators and Amtrak that already use single-person crews, would be able to continue such operations with federal approval.



CHRISTIANA

RAILROAD DAY

10 RAILROAD AVENUE

SATURDAY

SEPTEMBER 24, 2016

OPEN HOUSE AND RAILROAD EXPO AT THE CHRISTIANA FREIGHT STATION

Please come and help our local railroad historical society celebrate the completed restoration of our Conrail caboose.

The event will start at 10:00 AM with an Open House at the Freight Station and also at the Passenger Station on Slocum Avenue.

Plans call for a self-guided walking tour of town and our underground railroad museum, which will be open for visitors.

Plans also include many railroad and historical vendors in our area offering information on their attractions (Lots of great day trip ideas you didn't know about)

The highlight of the day will be the Dedication of our Conrail caboose, No. 21153 at 1:00 PM.

Refreshments and souvenirs will be available.

For more information, call Cindy or Glenn Kendig at 610-593-6313

Please come out and enjoy our great town of Christiana, Pennsylvania

WHO MADE UP WHAT? - CSX



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

SEPTEMBER 8, 2016 - THURSDAY, 7:00 PM - CHRISTIANA FREIGHT STATION - DEDICATION MEETING

See the August Chapter Meeting Minutes on Page 8 of this *Lancaster Dispatcher* for more information.

SEPTEMBER 10, 2016 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - STATION CLEAN-UP DAY

See the August Chapter Meeting Minutes on Page 8 of this *Lancaster Dispatcher* for more information.

SEPTEMBER 18, 2016 - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

Doors open at 2:00 pm with a Chapter Board Meeting - Picnic starts at 4:00 pm. Picnic is free for chapter members and \$5.00 for guests. More information on Page 10 of this issue of *The Lancaster Dispatcher*.

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

Railroad Open House at the Christiana Freight Station starts at 10:00 am and Dedication of the Chapter's Conrail caboose No. 21153 at 1:00 PM. More information on Page 10 of this issue of *The Lancaster Dispatcher*.

OCTOBER 15, 2016 - SATURDAY - LANCASTER CHAPTER FALL FOLIAGE TRIP - ALL ABOARD!

OCTOBER 17, 2016 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING

Chapter Friend Paul Kutta returns with an excellent hour and fifteen minute historical program entitled "*Gone Forever-American Fallen Flag Railroads Large and Small.*" Includes over 55 railroads that have been abandoned outright (NYO&W, etc.) and those that became part of the mega-roads we have today. NS has CR, N&W, VGN, WAB, NKP, P&WV, SOU, Original NS, PRR, L&HR, LV and RDG. UNION PACIFIC has KATY, C&NW, MP and WP. Shown with photos of each railroad with the family in which they belong today. Bring a friend to this interesting and historical program.

OCTOBER 22, 2016 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - CRAFT AND VENDORS FAIR

NOVEMBER 18, 2016 - FRIDAY EVENING - HISTORIC REVERE TAVERN - ANNUAL CHAPTER BANQUET

Complete information and order form will be in the October issue of *The Lancaster Dispatcher*.

CHAPLAIN CONTACT INFORMATION

DAVID STAMBAUGH EMAIL: 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



**SEPTEMBER 11, 2001
NEVER FORGET!**

LANCASTER CHAPTER BOARD of DIRECTORS

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NATL REP & WEB:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE ANNUAL PICNIC OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA. ON SUNDAY, SEPTEMBER 18, 2016, STARTING AT 4:00 PM. A CHAPTER BOARD MEETING WILL START AT 2:00 PM.

**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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**PLEASE DELIVER PROMPTLY !!!
FIRST CLASS MAIL !!!**

Forwarding and Address Correction Requested

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