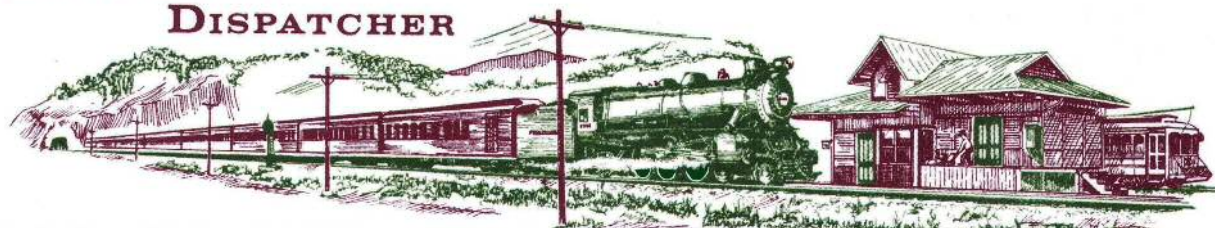


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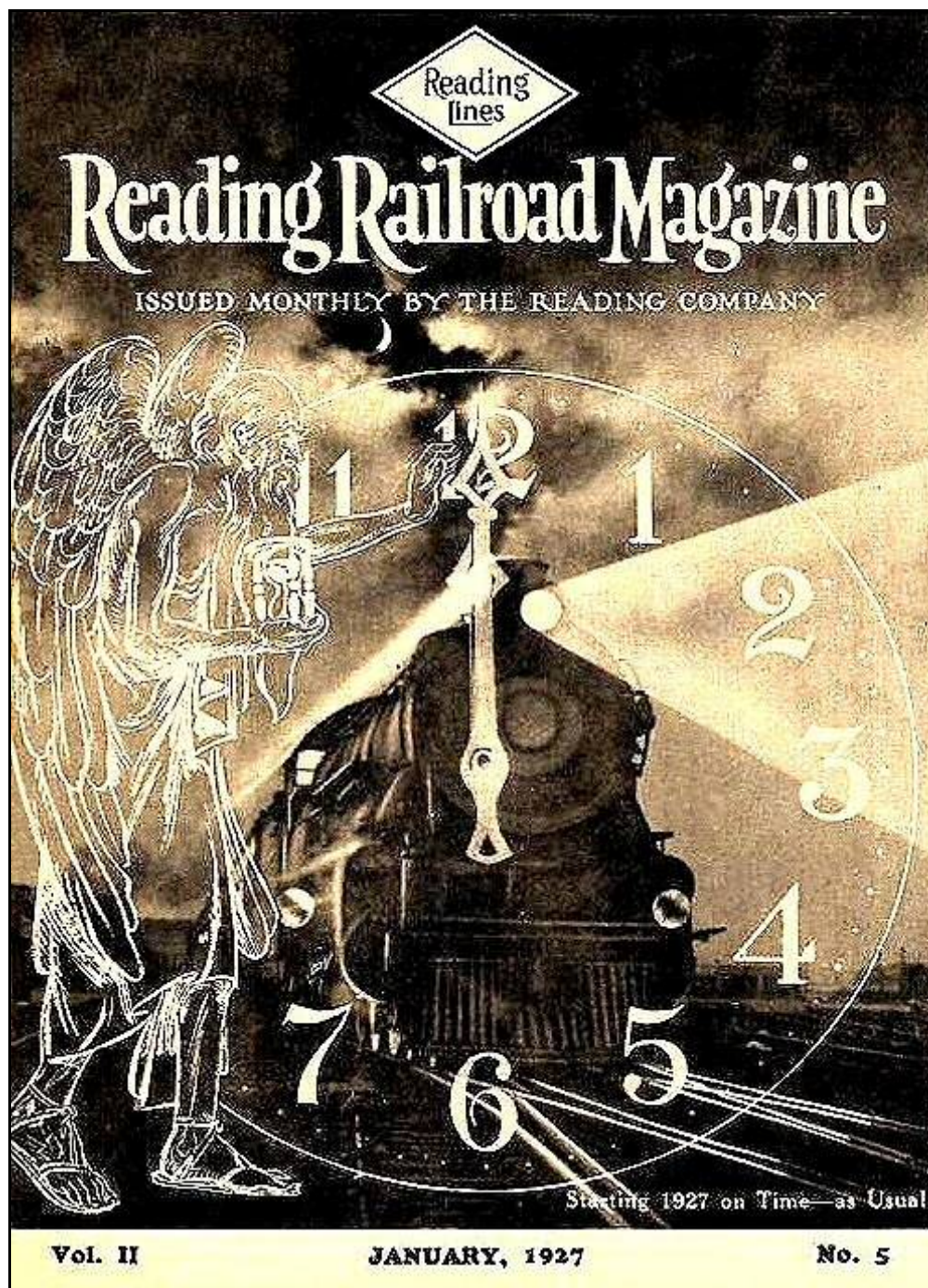


LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 48 NUMBER 1

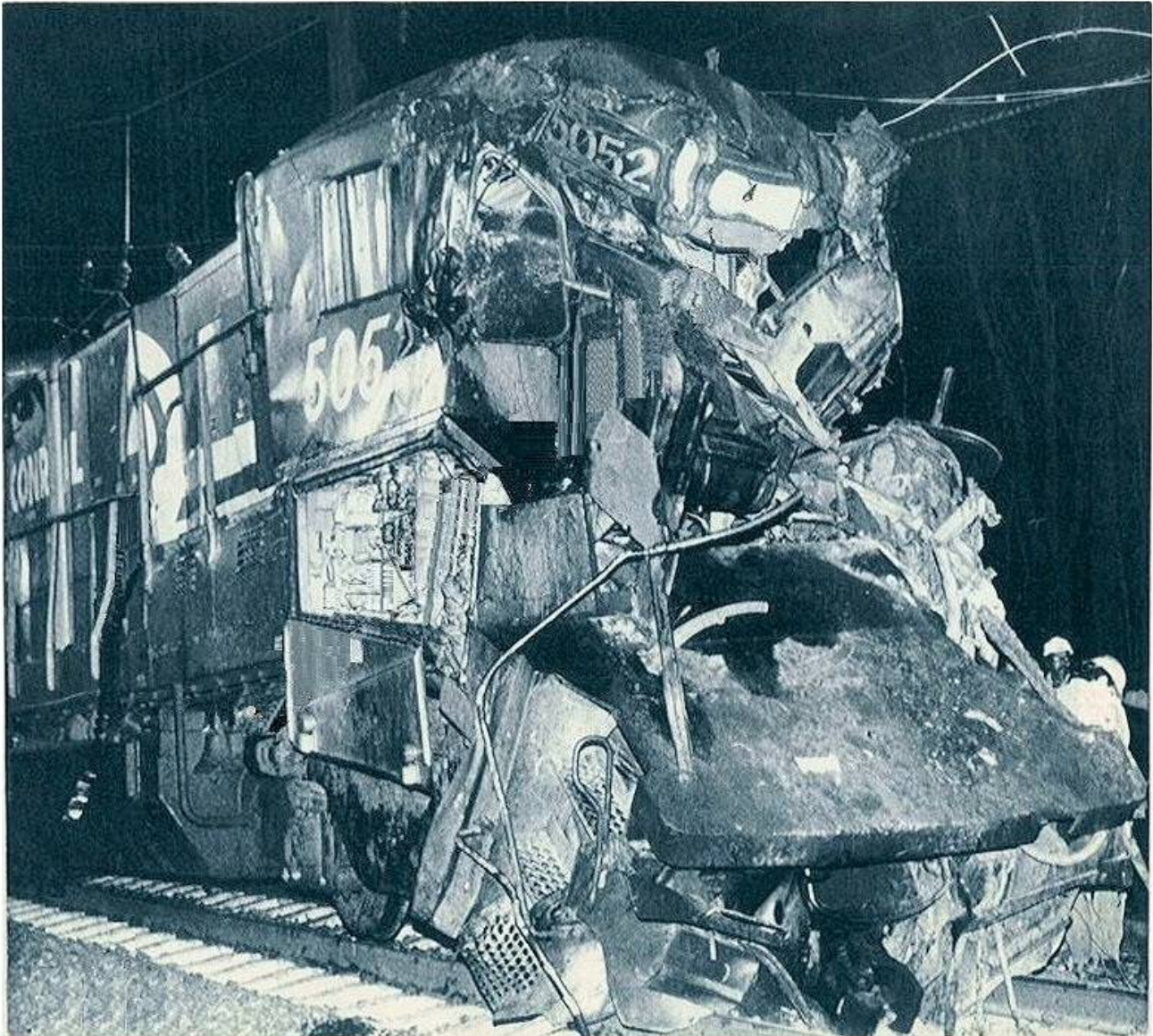
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JANUARY 2017



HAPPY NEW YEAR FROM THE LANCASTER CHAPTER, INC., N.R.H.S.

30 YEARS AGO THIS MONTH



(BA2) ESSEX, MD., JAN. 5--DAMAGED ENGINE--A Conrail diesel engine, one of three hit by a highspeed Amtrak passenger train, sits on the tracks in the Baltimore suburb of Essex, Md., Sunday night. The passenger train derailed after the accident and at least eight people died. (AP LaserPhoto)(tra20500str/Steve Eisen)1987 SLUG: AMTRAK DERAILMENT

A horrific train collision occurred at 1:04 p.m. on January 4, 1987, on Amtrak's Northeast Corridor main line in the Chase community in eastern Baltimore County, Maryland. At Gunpow Interlocking, about 18 miles northeast of Baltimore, Amtrak Train 94, the *Colonial* crashed into a set of Conrail locomotives running light which had fouled the main line. Train 94's speed at the time of the collision was estimated at about 108 miles per hour. Fourteen passengers on the Amtrak train were killed, as well as the Amtrak engineer and lounge car attendant.

The Conrail locomotive crew failed to slow down at the signals before Gunpow, and it was determined that the accident could have been avoided had they done so. Additionally, they tested positive for marijuana. The engineer, Ricky Gates, served four years in a Maryland prison for his role in the crash. In the aftermath, drug and alcohol procedures for train crews were overhauled by the Federal Railroad Administration, which is charged with rail safety. In 1991, prompted in large part by the Chase, Maryland crash, the United States Congress took even broader action and authorized mandatory random drug-testing for all employees in "safety-sensitive" jobs in all industries regulated by the Federal Department of Transportation including trucking, bus carriers and rail systems. Additionally, all trains operating on the high-speed Northeast Corridor are now equipped with automatic cab signaling with an automatic train stop feature. Conrail No. 5052 was the middle unit at the Gunpow collision, bracketed by No. 5044 leading and No. 5045 trailing.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



MOORMAN: AMTRAK CEO TENURE WILL BE SHORT

By Bill Stephens, Nov. 21, 2016, *Trains* News Wire

NEW YORK — Wick Moorman says he does not have a long-term future at Amtrak. Moorman took the top spot at the national passenger railroad in September.

“My wife has told me that,” Moorman said at a conference on Thursday, Nov. 17.

Moorman’s goals at Amtrak include making the company highly efficient, developing a stronger safety culture, and finding the right executive to lead the company over the long term.

“Amtrak’s not broken. There are things to be fixed,” Moorman says, likening the railroad to an old house that needs tender-loving care but not radical change.

“Think of me as the plumber,” he says.

Moorman retired as CEO of Norfolk Southern in mid-2015 and stepped down from the freight railroad’s board of directors on Dec. 31, 2015. He and his wife moved to Charlottesville, Va., to be closer to their children and grandchildren in retirement.

Then Amtrak called, asking for help finding a new CEO after Joseph Boardman announced he would be step down. One thing led to another and Moorman was offered the job. He said, “no,” but relented after the Amtrak board persisted in asking for his help.

“To my wife’s absolute disgust...I agreed to take the job,” Moorman says, noting that “disgust” probably was not a strong enough word.

“I am not doing this for the money,” says Moorman, whose salary is \$1 per year. “I am doing this because the future of Amtrak is important to this country.”

Moorman has brought in a few fellow NS retirees, including former Chief Operating Officer Mark Manion, to help him make the company more efficient. It’s easier to get lawmakers and others behind Amtrak when it is efficient and well-managed, Moorman says. And by becoming more efficient, Amtrak can reduce operating losses while providing better service, he says.

Amtrak is safe, and getting safer, Moorman says. “But there’s still work to be done go build a stronger safety culture,” he says.

Amtrak has a lot of great people who work hard and believe in the company’s mission, Moorman says. He will listen to their suggestions while developing training programs that aim to make on board service more consistent.

The railroad needs to focus on its product, which is tired and frayed in places due, in part, to its aging equipment and belt-tightening that led to coaches being cleaned less frequently, Moorman says.

Replacing the railroad’s worn fleet of P42 locomotives can be done relatively quickly. But there’s no quick solution to replacing Amfleet I and II equipment, which needs a funding source and a new design. “We want to nail down what the cars should look like first,” Moorman says.

The replacement for Acela Express train sets, announced in August, will be a game-changer for high-speed rail in the Northeast Corridor when delivery begins in 2021. “It’s going to be a better product in every way,” Moorman says.

Long-distance trains are the system’s “political glue” and are essential for under served areas of the country, Moorman says.

The railroad understands the growth opportunity of its regional trains as well as state-supported services in shorter corridors, Moorman says. They are particularly attractive compared to the hassle of flying and dealing with airport security. “Amtrak’s bag fees are very low,” Moorman quipped. “And, you’ll hear this in our marketing, there’s no middle seat.”

Adding new regional service will require cooperation from Class I host railroads. Moorman aims to improve the partnership and dialogue between Amtrak and each of the Class I systems. Moorman wants, for example, NS chief dispatchers to know Amtrak operating officials so that they can solve problems together.

Moorman spoke at the RailTrends 2016 conference, sponsored by analyst Anthony Hatch of ABH Consulting and the trade publication *Progressive Railroading*.

AMTRAK SEEKS DEVELOPMENT PARTNERS FOR KEY PROPERTY ADJACENT TO 30TH STREET STATION

PHILADELPHIA, Nov. 15, 2016, *Amtrak Media Center* - Following the launch of the 30th Street Station District Plan earlier this year, Amtrak has engaged Newmark Grubb Knight Frank to issue a Request for Proposals (“RFP”) for the long term lease and development of property adjacent to its third busiest station.

Located at the corner of 30th Street and John F. Kennedy Boulevard, the property includes a roughly 32,500 square foot tract of land and associated air rights. The property is zoned to allow for a wide range of institutional, commercial, office and residential uses.

“Amtrak is eager to engage the development community in this exciting opportunity,” said Rina Cutler, Senior Director for Major Station Planning. “This RFP is just the beginning of a series of projects outlined in the District Plan that together have the potential to transform the area surrounding 30th Street Station and the rest of Philadelphia.”

The District Plan is a comprehensive vision for the future of the area surrounding 30th Street Station in the year 2050 and beyond. In the near term, Amtrak and its partners are strategically advancing key projects to activate all four sides of the station and build a foundation for future growth and development.

The Plan ultimately envisions forty new acres of open space and 18 million square feet of new development, 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, the Plan has the potential to unlock \$4.5 billion in private real estate investment with robust and widespread economic benefits. An estimated \$3.8 billion in City and State taxes and 40,000 new jobs would be created.

AMTRAK NARROWS SEARCH FOR BALTIMORE PENN STATION MASTER DEVELOPER

WASHINGTON, Nov. 16, 2016, *Amtrak Media Center* (Edited) - Amtrak has narrowed the field to three teams that will compete to be selected as Master Developer for commercial elements of Baltimore Penn Station and surrounding Amtrak-owned properties. Several firms responded to the Request for Qualifications (RFQ) and the following, in alphabetical order, are those that have been “short-listed”:

- Brandywine Realty Trust: Brandywine Realty Trust, Pinkard Properties, Perkins Eastman, Ayers Saint Gross, ARUP, Clark Construction, Madison Marquette, Langan Engineering and Environmental Services

• Peebles-AZ Baltimore Penn: The Peebles Corporation, AZ Group, MacFarlane Partner, Consolidated Contractors Group SAL, AECOM Technical Services Inc., Morganti Group, Beyer Blinder Belle Architects & Planners, Lewis Contractors, Williams Jackson Ewing (WJE), Marks Thomas

• Penn Station Partners: Beatty Development Group, Armada Hoffer Properties, Cross Street Partners, Gensler, HR&A, JLL, Mace, Network Rail Consulting, Stifel, WSP | PB

"We are inspired to see this competitive process attract some of the most capable and visionary firms in the development industry, complete with the financial backing to execute a bold transformation for Amtrak and the City of Baltimore," said Bart Bush, Amtrak Vice President, Asset and Real Estate Development. "We look forward to working closely with the developers in the coming months, bringing us one step closer to realizing the vision of Baltimore Penn Station as a world-class transportation facility for years to come."

Amtrak leaders worked closely with the City of Baltimore, State of Maryland, local anchor institutions and neighborhood partners to review the responses to the RFQs and to select those teams considered capable of all aspects of project delivery.

The scope of the Master Developer would include an implementable Master Plan, design, construction, financing, operation and maintenance of non-rail assets at Baltimore Penn Station, as well as expansion opportunities and commercial development of the surrounding Amtrak owned properties. Any development solution envisioned by the selected proposer will need to align with Amtrak operational goals, and continue Amtrak's ongoing engagement with the community to ensure successful integration with the surrounding neighborhoods.

Ten months ago, Amtrak sought input from local, regional and national developers who expressed interest in the opportunity to redevelop the Amtrak-owned station and surrounding land parcels, as well as improve both passenger and employee facilities. Industry response helped to inform the process to solicit a Master Developer, with responses to an RFQ submitted in October. The next steps will be to issue a Request for Proposals to the three short-listed teams, evaluate responses, and select a preferred Master Developer in summer 2017.

This Master Development process is part of a larger corporate program to leverage the substantial Amtrak asset portfolio, focusing on innovative strategies for sustainable financial performance and infrastructure reinvestment. The selection of a short-list of qualified developer teams in Baltimore comes at a time when demand for passenger rail service continues at record levels. Baltimore Penn Station is currently the eighth busiest station in Amtrak's national network with ridership forecasts predicted to double along the Northeast Corridor by 2040.

AMTRAK DELIVERS STRONG FISCAL YEAR 2016 FINANCIAL RESULTS

WASHINGTON, Nov. 17, 2016, **Amtrak Media Center** - Amtrak today reported exceptionally strong unaudited financial results for the fiscal year which ended on September 30, 2016 (FY 2016), including an all-time unaudited ticket revenue record of \$2.14 billion, a \$12 million increase over Fiscal Year 2015.

The increased ticket revenue was fueled by a record 31.3 million passengers on America's Railroad® – nearly 400,000 more than the previous year. This is the sixth consecutive year Amtrak has carried more than 30 million customers.

The company covered 94 percent of its operating costs with ticket sales and other revenues, up from 92 percent the year before – a world-class performance for a passenger carrying railroad. Unaudited total revenue was a record \$3.2 billion for FY 2016. In addition, Amtrak reported an unaudited operating loss of \$227 million, a reduction of \$78 million over last year, and the lowest operating loss since 1973. Thanks in part to our strong performance, Amtrak was also able to make a net reduction in long-term debt of \$71.4 million.

"The results demonstrate the value we deliver to our customers and the vital role Amtrak plays in our nation's transportation system," said Amtrak Chairman of the Board Anthony Coscia. "We are off to another strong start for the new fiscal year and will provide a great travel experience for customers who choose Amtrak in the upcoming holiday season."

Several Amtrak services had record years in both ridership and revenue including the Northeast Regional (Boston-New York-Washington/Virginia), Pacific Surfliner (San Luis Obispo-San Diego), Capitol Corridor (San Jose-Sacramento/Auburn), Keystone (New York-Philadelphia-Harrisburg) and Hiawatha (Milwaukee-Chicago) state-sponsored corridors, along with the California Zephyr (Chicago-Denver-San Francisco Bay).

To boost ridership, Amtrak added cars to high-demand or sold-out trains. Amtrak also improved its on-time performance of trains and customer satisfaction scores, and offered new services such as allowing pets and bikes on trains.

"More and more customers recognize Amtrak as a smarter way to travel," said Amtrak President and CEO Wick Moorman. "We will continue to enhance the customer experience and strengthen our market position through investments such as next-generation high-speed rail for the Northeast Corridor, while at the same time remaining focused on running an efficient and effective company."

In August, Amtrak announced it will be investing nearly \$2.5 billion in new trainsets and infrastructure upgrades for the next generation of Acela Express. The new trainsets are expected to be operational beginning in 2021. The company is also going to make significant station improvements at Washington Union Station in Washington, D.C., and to create the Moynihan Station in New York City, along with other major station investments and developments in Philadelphia, Boston and Chicago.

AMTRAK 2017 WALL AND CUBICLE CALENDARS AVAILABLE



WALL CALENDAR



CUBICLE CALENDAR

The 2017 Wall Calendar photo features Amtrak train 53, the *Auto Train*® at Quantico, Va. Printed in the standard 24"x36" poster frame size; size is slightly larger than in years past; does not have metal tinning at the top or bottom making it more suitable for framing. \$10.00 each plus shipping.

The 2017 Cubicle Calendar photo features an Amtrak *San Joaquins* train and measures 11"x17". \$5.00 each plus shipping.

Order at <http://store.amtrak.com/ProductList.aspx?did=5551>.

NEW YORK STATE TO HELP ALSTOM EXPAND MANUFACTURING PLANT

HORNELL, NY, Dec. 5, 2016, *Trains News Wire* - State dollars will help fund the expansion of Alstom's manufacturing facility in upstate New York.

New York Gov. Andrew Cuomo recently announced \$30 million in state funding to support Alstom's \$66.8-million expansion project at its Hornell, N.Y., manufacturing facility. The funding comes after Alstom's winning bid earlier this year to build high-speed Avelia Liberty trainsets for Amtrak on

the Northeast Corridor. That contract is valued at \$2.5 billion.



AN ARTIST'S RENDERING OF ALSTOM'S AVELIA LIBERTY HIGH-SPEED PASSENGER TRAIN THAT WORKERS IN UPSTATE NEW YORK WILL BUILD - ALSTOM PHOTO.

The expansion is expected to add nearly 200 new jobs in Hornell beyond the 1,000 workers who are there now. In preparation for the Amtrak order, Alstom is renovating existing space at the Hornell facility and is adding 60,000-square feet of new production and engineering space, as well as 10,000 feet of new track.

The Alstom contract with Amtrak includes the design and production of 28 next-generation high-speed trainsets, as well as technical services and spare parts for up to 30 years. The new trainsets will have the ability to operate up to 160 mph and will feature one-third more passenger seats than Acela trainsets currently in use.

AMTRAK TRAINS ROLL INTO NEW NIAGARA FALLS STATION



Dec. 7, 2016, *Progressive Railroading* - Amtrak yesterday began revenue service at a new \$43 million station in Niagara Falls, N.Y.

The city of Niagara Falls built the 40,000-square-foot station, which was completed over the summer. Amtrak then signed a lease to

occupy space in the building, said Amtrak spokesman Craig Schulz.

The station includes a U.S. Customs and Border Patrol office to make it easier for riders to travel between the United States and Canada, Schulz added.

Niagara Falls city officials are looking for a tenant to occupy 4,000 square feet of retail space in the station, *The Buffalo News* reported.



CSX TRAINS COLLIDE IN NORTH CENTRAL FLORIDA

By Chase Gunnoe, Nov. 16, 2016, *Trains* News Wire

JACKSONVILLE, Fla. — Investigators are looking into what caused two trains to collide in a rural section of north central Florida early Wednesday morning.

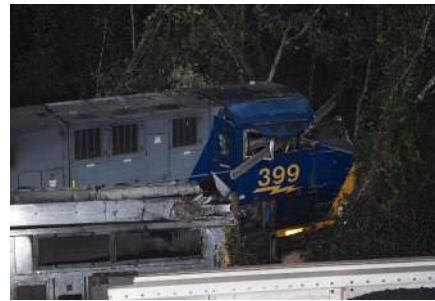
At approximately 4:15 a.m. on Nov. 16, a southbound loaded coal train operated as CSX N001-13 struck a northbound loaded phosphate train operating under the symbol of CSX K210-14 near Citra, just north of Ocala.



Photos from the derailment scene show a mix of loaded coal and loaded covered hoppers mangled in an accordion-style derailment. Photos published by Marion County (Fla.) Fire Rescue first responders showed CSX locomotives

submerged in wreckage with pieces of the locomotives strung throughout the incident scene. A CSX representative says two railroaders are being treated for minor injuries, but their current condition and the condition of the other crews is unknown at this time.

The derailment occurred on the railroad's S line between Baldwin and Lakeland, Fla. It is a former Seaboard Air Line route.



CSX representative Kristen Seay tells *Trains* News Wire that the railroad is working to confirm the total number of derailed rail cars and has deployed its environmental experts to assess and contain any leaked diesel fuel. Local media report that as much as 4,000 gallons of

diesel fuel leaked from one of the train's locomotives.

It is unclear whether positive train control was in use on this section of track and if the derailment occurred on single track or near a siding. The S Line, which is part of the railroad's Jacksonville Division, is busy freight corridor for CSX between Jacksonville and its customers in central Florida.

Locals familiar with freight operations in the area say that CSX will likely detour freight trains on the former Atlantic Coast Line A-line while the investigation and cleanup process takes place.



CSX'S CLINCHFIELD SANTA TRAIN MARKS 74 YEARS

By Erie Miller, Nov. 21, 2016, *Trains* News Wire

ST. PAUL, Va. — The 74th running of the CSX Transportation Clinchfield Santa Train is now in the history books. The train ran Saturday, Nov.



CSX TRANSPORTATION SD40-3 No. 4384 AS CLINCHFIELD No. 4384 CHARGES UP THE GRADE OUT OF BALD TUNNEL No. 28 NEAR BOULDER VA., ON NOV. 19 FOR THE 74TH RUNNING OF THE SANTA TRAIN ON FORMER CLINCHFIELD TRACKS IN WESTERN VIRGINIA, EASTERN TENNESSEE, AND WESTERN NORTH CAROLINA PHOTO BY RON FLANARY.

19, 2016 operating as train P901-19. The 11-car train was powered by SD40-3 No. 4384 and F40PH-2 No. 9999. No. 4384 was decorated with the Clinchfield herald on the sides of the short hood, and the nose was also done up with the classic Clinchfield yellow "bow wave" last seen on the road's GP38s and SD40s of the late 1960s.

The train operated over 110 miles of ex-Chesapeake & Ohio and Clinchfield lines between Shelby, Ky., and Kingsport, Tenn., distributing 15 tons of gifts at 14 stops. The train is sponsored by CSX, the Kingsport Chamber of Commerce, Food City, and Dignity U Wear.

NO INJURIES REPORTED FROM CSX, NS DERAILMENTS

Dec. 5, 2016, *Trains* News Wire - Officials are investigating two separate derailments that marred freight service over the weekend on CSX Transportation rails in Ohio and on Norfolk Southern tracks in South Carolina. The CSX derailment occurred on the east side of Toledo, Ohio, Sunday morning when several freight cars derailed near York Street on the railroad's Toledo Terminal Subdivision.

CSX spokesperson Kristin Seay confirms with *Trains* News Wire that 15 freight cars derailed near East Toledo on Sunday morning, Dec. 4. Ten of the cars were carrying sheet steel and scrap iron, one tank car was carrying toluene, and four of the cars were empty. CSX said the train was en route to Detroit from Walbridge, Ohio, with three locomotives and 187 freight cars.

The tank car carrying toluene struck a high-tension electrical tower

prompting local evacuations. Toluene is both toxic and flammable. It is often used in paint thinner and to manufacture benzene. Utility workers were able to de-energize the tower and no leaks were reported.

On Norfolk Southern, NS trains 18T, a second section of NS 28T, derailed in Alston, S.C., on Sunday morning, Dec. 4. The train was en route to Charleston, S.C., from the BMW manufacturing plant in Greer, S.C., when it derailed several autorack cars on the railroad's W Line.

No injuries were reported in either incident.



NORFOLK SOUTHERN BEGINS TESTING EMD SD70ACe T4 DEMONSTRATORS

ROANOKE, Va., Nov. 15, 2016 - *Trains* News Wire -

Norfolk Southern is the latest Class I railroad to take test runs with Progress Rail's EMD SD70ACe Tier 4 demonstration locomotives. The locomotive builder recently delivered two new units from its Muncie, Ind., facility to Roanoke for testing.



PROGRESS RAIL EMD TIER 4-COMPLIANT DEMONSTRATION LOCOMOTIVES WORK A TRAIN IN KENTUCKY IN SEPTEMBER. NORFOLK SOUTHERN RECEIVED ITS OWN SET OF EMD LOCOMOTIVES TO TEST IN EARLY NOVEMBER. PHOTO BY M. J. BIENN

EMDX locomotives Nos. 1607 and 1608 are being tested on the railroad's Winston-Salem District between Roanoke, Va., and Winston Salem, N.C., across Starkey Hill. The route has served as a test bed for several trial projects with new locomotives and technology. The first round of tests took place the week of Nov. 7.

The two demonstrators sporting a Union Pacific-style paint scheme

are similar to EMDX Nos. 1609 and 1610, which are still being tested on CSX Transportation routes, as shown above.

NORFOLK SOUTHERN SAFETY TRAIN REACHES MORE THAN 1,900 FIRST RESPONDERS ON 18-CITY TOUR

NORFOLK, Va., Nov. 18, 2016, *Norfolk Southern News* - Norfolk Southern's safety train recently completed its 2016 tour, training 1,926 first responders in 18 cities in 13 states across NS' rail network. With rolling classrooms and hands-on activities, the safety train provided free training to firefighters, police officers, emergency management personnel, and other first responders on how to safely respond to a rail-related hazardous materials incident.

"Our safety train allowed us to expand our outreach to more first responders and emergency personnel in more communities than ever before, equipping them with education and resources to help raise their level of emergency preparedness in the unlikely event of a rail incident," said David Schoendorfer, system manager hazardous materials. "The training also helped us build relationships with first responders across our network."

The NS safety train's final stop for 2016 was in Columbia, S.C., Nov. 11-13, where 73 first responders received training. The train began in Altoona, Pa., and along the way provided training to emergency responders in Alexandria, Va.; Atlanta; Baltimore; Buffalo, N.Y.; Chattanooga, Tenn.; Chicago; Cincinnati, Ohio; Fort Wayne, Ind.; Greenville, S.C.; Harrisburg, Pa.; Knoxville, Tenn.; Newark, N.J.; Norfolk, Va.; Slidell, La.; Spencer, N.C.; and Toledo, Ohio.

At each location, NS hazardous materials experts led a four-hour course that included classroom and interactive teaching. The safety train consists of a dedicated locomotive, two boxcars converted into classrooms, four types of railroad tank cars used in transporting all types of chemicals, and

two specially equipped flat cars with a variety of tank-car valves and fittings. The train is part of Norfolk Southern's "Operation Awareness and Response" program to connect emergency responders in Norfolk Southern communities with training resources and to strengthen relationships with local first responders.

Part of the training focused on AskRail™, a mobile application that provides first responders immediate access to real-time data about the type of hazardous material a rail car is carrying, helping them to make informed decisions about how to respond to a rail emergency. AskRail™ was created by the Class I railroads for use by bona-fide emergency responders.

During 2016 Norfolk Southern has trained more than 5,300 emergency responders across its operating territory through classroom seminars, hands-on sessions with rolling stock, table-top simulations, full-scale drills, and exercises at training centers operated by NS and the Association of American Railroads. NS also hosted more than 40 first responders from communities across the NS network at crude-by-rail incident response training at the Security and Emergency Response Training Center (SERTC) in Pueblo, Co. Since 2012, NS' hazmat professionals have trained more than 24,500 first responders in communities along the railroad's network.



FRA SAFETY ADVISORY: MORE CAMERAS, OPERATIONAL TESTING,

RADIO COMMUNICATIONS AND SLEEP APNEA TESTING

WASHINGTON, Dec. 5, 2016, *Railway Age* - The Federal Railroad Administration on Dec. 3 issued Safety Advisory 2016-03 "to stress to passenger and commuter railroads the importance of taking action to help mitigate human factor accidents, assist in the investigation of such accidents, and enhance the safety of operations in stations and terminals with stub end tracks."

The safety advisory, 2016-03, contains recommendations related to inward- and outward-facing cameras, sleep apnea testing, and operating practices. FRA cites as examples four accidents: Hoboken (NJ Transit, Sept. 29, 2016); Frankford Curve (Amtrak, May 12, 2015); Chatsworth (Metrolink, Sept. 12, 2008, the wreck that resulted in the RSIA and PTC mandate); and Spuyten Duyvil (Dec. 1, 2013).

FRA recommends that intercity passenger and commuter railroads do each of the following:

- Instruct their employees during training classes and safety briefings on the importance of compliance with maximum authorized train speed limits and other speed restrictions when entering passenger stations and terminals.
- Not less than once every six months evaluate operational testing data as required by 49 CFR 217.9. A railroad should consider increasing the frequency of operational testing where its reviews show any non-compliance with maximum authorized train speeds in passenger stations or terminals. Railroads should conduct a significant number of operational tests on trains required to operate into a station or terminal with stub end tracks.
- Adopt procedures requiring communication between crew members and the locomotive engineer before and during operation into a station or terminal and/or implement technology to appropriately control and/or stop the train short of the stub end track. These actions could include:
 - a. Making modifications to automatic train control (ATC), cab signal, or other signal systems capable of providing warning and enforcement to ensure trains comply with applicable speed limits and stop short of stub end tracks.
 - b. If a railroad does not utilize an ATC, cab signal, or other signal system capable of providing warning and enforcement at applicable passenger terminals and stations with stub end tracks platforms (or if a signal system modification would interfere with the implementation of PTC or is otherwise not viable), making all passenger train movements at the identified

locations while in communication with a second qualified crew member. This will provide constant communication with the locomotive engineer and allow the second crewmember to take immediate appropriate action if the locomotive engineer is not responding or is unable to stop short of stub end tracks. This could also include making a safety stop at predetermined location and if the locomotive engineer does not make an appropriate safety stop the second qualified crew member can take appropriate action to stop the train.

- Review Safety Advisory 2004-04 (69 FR 58995, Oct. 1, 2004); Effect of Sleep Disorders on Safety of Railroad Operations, in its entirety with all operating crews. Recommended actions from Safety Advisory 2004-04:

a. Establish training and educational programs to inform employees of the potential for performance impairment as a result of fatigue, sleep loss, sleep deprivation, inadequate sleep quality, and working at odd hours, and document when employees have received the training. Incorporate elements that encourage self-assessment, peer-to-peer communication, and co-worker identification accompanied by policies consistent with these recommendations. The Railroaders' Guide to Healthy Sleep website (<http://www.railroaderssleep.org>) has several educational resources to assist railroaders in improving their sleep health including an anonymous tool for self-screening for sleep disorders including OSA. This website is set up to disseminate educational information to railroad employees and their families about sleep disorders, the relevance of healthy sleep to railroad safety, and provide information about improving the quality of the railroaders' sleep. The website was developed in conjunction with the Division of Sleep Medicine at Harvard Medical School, WGBH Educational Foundation, and Volpe—The National Transportation Systems Center.

b. Ensure that employees' medical examinations include assessment and screening for possible sleep disorders and other associated medical conditions (including use of appropriate checklists and records). Develop standardized screening tools, or a good practices guide, for the diagnosis, referral and treatment of sleep disorders (especially OSA) and other related medical conditions to be used by company paid or recommended physicians during routine medical examinations; and provide an appropriate list of certified sleep disorder centers and related specialists for referral when necessary.

c. Develop and implement rules that request employees in safety-sensitive positions to voluntarily report any sleep disorder that could incapacitate, or seriously impair, their performance.

d. Develop and implement policies such that, when a railroad becomes aware that an employee in a safety-sensitive position has an incapacitating or performance-impairing medical condition related to sleep, the railroad prohibits that employee from performing any safety-sensitive duties until that medical condition appropriately responds to treatment.

e. Implement policies, procedures, and any necessary agreements to (1) Promote self-reporting of sleep-related medical conditions by protecting the medical confidentiality of that information and protecting the employment relationship, provided that the employee complies with the recommended course of treatment; (2) Encourage employees with diagnosed sleep disorders to participate in recommended evaluation and treatment; and (3) Establish dispute resolution mechanisms that rapidly resolve any issues regarding the current fitness of employees who have reported sleep-related medical conditions and have cooperated in evaluation and prescribed treatment.

- Accelerate the installation of inward- and outward-facing cameras in passenger trains in the cab of the controlling locomotive or cab car operating compartment per the FAST Act. FRA notes that the FAST Act includes provisions on standards for the cameras, use of the cameras, and preservation and protection of data from the cameras.

FRA said it acknowledges that action on some of the above recommendations may have already taken place by segments of the industry. If so, FRA recommends railroads review their current programs for relevancy and review the policies and procedures with all their operating employees.



NJT LAUNCHES "COMMUTER TOOL KIT"

Nov. 18, 2016, *Railway Age* - NJ Transit unveiled a new cohesive customer campaign designed "to bring attention to a variety of "tools" available to customers on how to obtain transit information for a better travel experience."

"The Commuter Tool Kit – The Tools You Need for a Better Travel Experience" is designed for both the everyday commuter and visitor traveling on NJ TRANSIT's rail, bus, light rail and Access Link systems. It includes features such as trip planner, ticket purchase options, travel information and travel savings. The brochure is printed in both English and Spanish.

"NJ TRANSIT is always looking for ways to improve our day-to-day communications with customers, especially in providing real-time service information," said NJ TRANSIT's Executive Director Steven H. Santoro. "This campaign is a creative way to help educate customers of the many avenues NJ TRANSIT utilizes to make their travel easier and, in some cases, to showcase the potential savings available."

BUILDING THE FUTURE



SEPTA UNVEILS COMMUTER-RAIL IMPROVEMENT PROGRAM

PHILADELPHIA, Dec. 5, 2016, *Progressive Railroading* - The Southeastern Pennsylvania Transportation Authority (SEPTA) late last week unveiled a multi-pronged improvement program for its commuter-rail service.

The announcement came after months of train delays and overcrowding due to a reduced fleet. The agency in July pulled 120 Silverliner V cars from service because of a structural defect; the cars account for about a third of SEPTA's fleet.

As part of the improvement program, the agency plans to purchase 45 new bi-level cars to increase capacity. SEPTA will begin introducing the new vehicles in December 2019. In addition, 15 new locomotives are expected to begin rolling out in March 2018.

The agency also is analyzing long-term financing options to advance the procurement of Silverliner VI cars to replace the Silverliner IV fleet.

Other goals of the program include refining schedules to address travel demand and on-time performance, improving real-time communications, maintaining a state of good repair for stations and infrastructure, and "redefining" partnerships with Amtrak and other regional train operators, according to SEPTA's website.

Forty-seven percent of SEPTA's Regional Rail trains are directly controlled by Amtrak dispatchers at some point on their journey, according to the agency. To improve its working relationship with Amtrak, the agency has pledged to hold biweekly meetings with the national passenger railroad, discuss current issues and evaluate long-term options for better coordination of each entity's respective services.

SEPTA has launched a "microsite" to keep riders updated on the program's various initiatives. <http://www.septa.org/service/rail/improvement/index.html>

"The best place to start this rebuilding effort is to clearly articulate our commitment to make significant changes and improvements to our Regional Rail operations and present the work we've already done to develop and rollout our comprehensive Regional Rail Service Improvement strategy," SEPTA officials said in a letter to customers dated Dec. 2.



WMATA LAUNCHES NEW RELIABILITY PLAN: BACK2GOOD

WASHINGTON, Dec. 1, 2016, *Railway Track & Structures* - The Washington Metropolitan Area Transit Authority (WMATA) rolled out a new initiative aimed at boosting service.

WMATA says the "Back2Good" plan moves beyond the track repair it is taking on with its SafeTrack program and will focus on getting

trains running safely and reliably.

The "Back2Good" plan includes a train reliability program that cuts rail car delays by first retiring the oldest (1000-series) and least reliable (4000-series) cars in the fleet by the end of 2017. The success of ramping up new railcar deliveries this year also means WMATA plans to convert all eight-car trains to new 7000 series railcars next year. In addition, a "Railcar Get Well Program" for the legacy fleet began on Nov. 1 as a massive component repair and replacement campaign. The 2000-, 3000-, 5000-, and 6000-series cars will undergo replacement and repair of HVAC, doors, propulsion systems and brakes that agency says plague train reliability. For the first time, that program is being overseen by independent quality assurance teams at WMATA. Sixty percent of all train delays on WMATA are caused by rail car mechanical performance and the new plan targets a 25-percent reduction in those delays by the end of next year.



PAUL WIEDEFELD, WMATA GENERAL MANAGER AND CEO - WMATA PHOTO

"While we remain focused on track safety and reliability, we must tackle the fact that six of every ten train delays are due to issues with our railcars," said Paul J. Wiedefeld, WMATA general manager and CEO. "Getting back to good means running trains safely and on time."

Wiedefeld said that safety would continue to be his top priority and plans to use technology to prevent red signal overruns and strengthen protection for track workers and inspectors. New software installed onboard trains will prevent train operators from passing a red signal by requiring the operator to perform certain actions before they can move their train. In addition, stations that have the highest frequency of red signal overruns are having their signals upgraded to brighter LED bulbs to improve their visibility to operators and prevent overruns, a project that will be completed in early 2017.

Work is also underway to install a new public radio system and cellular service in the tunnels, with cellular service in certain underground segments of the Blue, Orange and Red lines coming online in 2017.

The plan is also designed to improve the customer experience without compromising safety. Wiedefeld said new measures of success will hold WMATA employees accountable for improving service.

WMATA will measure actual travel times by utilizing riders who use the MyTripTime tool and will conduct quarterly surveys in order to gain a deeper understanding of customer satisfaction through their perspectives on personal safety and security, reliability and customer service.

"Our message to our customers is we know we need to do better to earn your trust, and we are working hard to do just that," Wiedefeld said. "Before we can once again be a great transit system, we have to first be good, and we are committed to delivering safe and reliable service for our riders and the region."

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JANUARY

Jan. 2, 1896 - Bicyclists of Camden protest the PRR's charging them 3 cents to bring their bicycles on the Delaware River ferries; note that the Reading does not charge on its ferries.

Jan. 21, 1901 - As train ferry *Maryland* is approaching Jersey City with the 5-car southbound *Federal Express*, the rear sleeper *St. George* breaks loose from its chains and rolls backwards until the rear truck falls into the water; passengers are unaware of the accident until evacuated; train is delayed 1 hour:50 minutes.

Jan. 15, 1906 - New main line overhead coal wharf and water station spanning 13 tracks opens at Thorndale, replacing one at Glen Loch; four freight trains in each direction can be fueled simultaneously to avoid delays.

Jan. 1911 - PRR increases number of running tracks between Broad Street Station and West Philadelphia from 4 to 6 and builds new coach yard for suburban trains between 20th and 23rd Streets; includes yard for 60 cars, widening Chinese wall, increasing from 2 to 4 tracks from 23rd St. to W. Phila.; also inbound car & engine running track from West Philadelphia to Broad Street.

Jan. 26, 1916 - PRR Board authorizes construction of Coatesville Branch from Pomeroy to works of Midvale Steel & Ordnance Company in Coatesville, Pa.

Jan. 26, 1921 - VP W. W. Atterbury issues a circular denying rumors that the PRR is about to cut the wages of anyone not belonging to a union.

Jan. 27, 1926 - PRR Board authorizes electrification from Philadelphia to Wilmington and to West Chester via Media.

Jan. 3, 1931 - The *Red Arrow Quartette* and the *Golden Arrow Orchestra*, the "Goodwill Ambassadors of the Pennsylvania Railroad Company," broadcast over radio station KDKA at Pittsburgh; the signal carries to Alaska and Canada above the Arctic Circle, where it provides welcome entertainment and connection with the outside world during the long arctic night.

Jan. 7, 1936 - Unit Train Committee makes report on the design of a 14-car articulated train of aluminum construction capable of operating between New York and Washington in 3 hours; estimated cost \$715,000 each for 2 units; plans are displayed in Philadelphia for private viewing by selected industrialists and civic leaders.

Jan. 2, 1941 - PRSL rescinds the lease of the Inlet Hotel and dock at Atlantic City to John Hogate Whitticar and negotiates a new 5-year lease to Clarence W. Starn as a restaurant and dock for fishing and sailing parties; Starn is to be reimbursed for the cost of razing the hotel; Cap'n Starn's becomes a landmark tourist seafood restaurant well into the 1960s.

Jan. 24, 1946 - PB&W Board approves cab signals on the West Philadelphia Elevated freight tracks between *ARSENAL* and *BRILL*; relocating the 60th Street Branch and Chester & Philadelphia Branch for the expansion of Philadelphia International Airport.

Jan. 20, 1951 - Long Island Railroad Commission makes preliminary report to Gov. Dewey; recommends state purchase and operation by non-profit public authority.

Jan. 5, 1956 - First test run on PRR of one of two General Motors *Aerotrains* (GM No. 1000), Washington-Newark; on same day *Aerotrain* No. 1001 makes demonstration run on NYC between Chicago and Detroit in 4 hours.

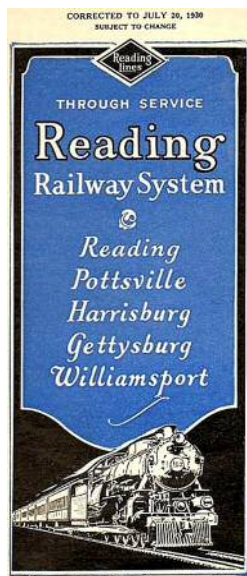
Jan. 20, 1961 - PRR operates 18 special trains to John F. Kennedy's inauguration; between 12:01 AM and 1:00 PM a total of 84 trains arrive at Union Station, of which 22 (all railroads) are extra sections or specials.

Jan. 16, 1966 - All Atlantic City and Cape May trains routed into 30th Street Station via Delair Bridge; Pemberton and Millville locals continue to terminate at Broadway, Camden; PRSL abandoned between Division Street, Camden, and *VERNON*; PRSL single-tracked between West Haddonfield (*VERNON*) and Kirkwood (*KIRK*); PRSL freights begin operating into Pavonia Yard via Delair instead of to Camden.

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

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





TIMETABLE 01-17

FOR LANCASTER CHAPTER NEWS,
SEE "INSIDE THE BACK PAGE"

Monday, Jan. 2, 2017

Garden Spot Village Train Club Open House at 433 South Kinzer Ave., New Holland, Pa. 17557. HO and O gauge layouts. 1:30 to 4:30 PM. Donations appreciated. Info: www.gardenspotvillage.org or 717-355-6000.

Saturday, Jan. 7, 2017

Maurer's Train Auction at the Ridge Fire Company, 480 Ridge Rd., Spring City, Pa. 19475. Info: 610-970-7588 or www.maurerail.com

Saturday & Sunday, Jan. 7-8, 2017

Columbia Historic Preservation Society HO Model RR Open House at 21 N. 2nd St., Columbia, Pa. 17512. Info: <http://www.tonysegro.com/cola.html>

Saturday & Sunday, Jan. 7-8, 14-15, 21-22, 2017

Open House at the Schuylkill Valley Model Railroad Club, 400 South Main Street, Phoenixville, Pa. 19460. Info: www.svmrrc.com or 610-935-1126.

Sunday, Jan. 8, 2017

TCA Atlantic Division Polar Bear Train Show at the Sheet Metal Workers Union Hall, Penns Landing Caterers, 1301 South Columbus Blvd., Philadelphia, PA 19147. Info: www.adtca.com

Saturday, Jan. 14, 2017

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

Saturday & Sunday, Jan. 14-15, 2017

Greenberg's Train and Toy Show at the Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA 19456. Info: <http://trainshow.com/oaks/>

Saturday, Jan. 21, 2017

Maurer's Train Auction at the Ridge Fire Company, 480 Ridge Rd., Spring City, Pa. 19475. Info: 610-970-7588 or www.maurerail.com

Saturday & Sunday, Jan. 28-29, 2017

Amherst Railway Society Railroad Hobby Show at the Eastern States Exposition Fairgrounds, 1305 Memorial Ave., West Springfield, Mass. 01089. Info: <http://www.railroadhobbyshow.com/index.php>

Saturday & Sunday, Feb. 4-5, 2017

Great Scale Model Train and Railroad Collectors Show & Railroad Marketplace at the Cow Palace, Maryland State Fairgrounds, 2200 York Rd. Timonium, Md 21093. Info: www.gsmts.com

Saturday, Feb. 11, 2017

Philadelphia Chapter, PRRT&HS meeting at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa. Info: www.philaprrths.com

Saturday & Sunday, Feb. 25-26, 2017

Spring Thaw Train Meet at the Allentown Fairgrounds Agricultural Hall, 302 N. 17th St., Allentown, Pa.. Info: www.allentowntrainmeet.com

Sunday, March 5, 2017

TCA Atlantic Division Train Show at the Sheet Metal Workers Union Hall, Penns Landing Caterers, 1301 South Columbus Blvd., Philadelphia, PA 19147. Info: www.adtca.com

Saturday & Sunday, March 11-12, 2017

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

Friday & Saturday, March 24-25, 2017

East Coast Large Scale Train Show at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: <http://www.eclsts.com/about-the-show.html>

Thursday-Sunday, March 30-April 2, 2017

2017 NRHS Spring Conference Advisory Council and Board of Directors' Meetings, Claymont, Del. Info: www.nrhs.com

Saturday & Sunday, April 8-9, 2017

Great Scale Model Train and Railroad Collectors Show & Railroad Marketplace at the Cow Palace, Maryland State Fairgrounds, 2200 York Rd. Timonium, Md 21093. Info: www.gsmts.com

Saturday, April 29, 2017

Philadelphia Chapter, PRRT&HS meeting at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa. Info: www.philaprrths.com

DECEMBER, 2016

CHAPTER MEETING MINUTES



Due to the Christmas holiday, the publishing deadline for the January, 2017 issue of the *Lancaster Dispatcher* was advanced. The December Chapter Meeting Minutes will appear in the February, 2017 issue.



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS



STEAMTOWN NATIONAL HISTORIC SITE TO OFFER ENTRANCE FEE-FREE ADMISSION FOR 10 DAYS IN 2017

Date: December 5, 2016, Steamtown News Release - Edited

SCRANTON, Pa. – There are 10 more reasons to enjoy Steamtown National Historic Site in 2017! The park will offer free entrance admission to all on 10 days in 2017.

The 10 entrance fee-free days for 2017 will be:

January 16 – Martin Luther King, Jr. Day; February 20 – Presidents Day; April 15-16 and 22-23 – National Park Week; August 25 – National Park Service Birthday; September 30 – National Public Lands Day; November 11-12 – Veterans Day Weekend

Usually, Steamtown NHS has an entrance fee of \$7 per person; children 16 and under, with adults, are admitted free. The entrance fee waiver does not cover train rides or excursions, but includes the park visitor center and museum complex, which features History, Roundhouse and Technology museums, plus our state-of-the-art digital Theater, which presents the park's 18-minute movie, "Steel and Steam." The entrance fee-free days also include all staff and/or volunteer led walking tours.

Last year, Steamtown National Historic Site had more than 89,592 visitors. Those visitors spent \$4,754,800 in our local communities which helped to support 77 jobs.

THIS MONTH'S BANNER PHOTO

A snowy day in 1963 finds Reading GP30 Nos. 5510 and 5515 at Basin Street in Allentown, Pennsylvania



OPERATION LIFESAVER REMINDS YOU...

As you start the new year, remember that any time is train time.

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****JANUARY 16, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - HOLIDAY STATION CLEAN-UP**

Clean up the Station from the Christmas Open House and holiday festivities. No program or speaker - just mops and brooms! No February Chapter Meeting. The first Regular Membership Meeting will be on SUNDAY, March 19, 2017 starting at 2:00 PM.

FEBRUARY 13, 2017 - MONDAY, 7:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER BOARD MEETING**MARCH 12, 2017 - SUNDAY, 2:00 AM - DAYLIGHT SAVING TIME BEGINS. TURN CLOCKS AHEAD ONE HOUR****MARCH 19, 2017 - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING****APRIL 17, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING****MAY 15, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING****JUNE 19, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR CHAPTER MEETING****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

70 YEARS AGO THIS MONTH

READING BRILL MOTOR CAR No. 4077 IS SEEN IN FRONT OF THE GRAND THREE-STORY VICTORIAN DEPOT AT SKILLMAN, NEW JERSEY ON JAN. 29, 1947. JUST BEHIND THE "DOODLEBUG" IS THE STATION'S SEMAPHORE PASSENGER CONTROLLED FLAG STOP SIGNAL, USED BY PASSENGERS TO REQUEST A TRAIN STOP. READING HAD A SMALL FLEET OF DOODLEBUGS WORKING THE NEW YORK BRANCH. No. 4077, ORIGINALLY READING No. 77, WAS DELIVERED BY J.G. BRILL IN FEBRUARY OF 1927 AND RETIRED IN 1953. IT WAS POWERED BY A CUMMINS 250 H.P. DIESEL WITH A TRACTIVE EFFORT OF 10,100 LBS. IT SAT 32 IN THE PASSENGER COMPARTMENT AND ALSO HAD SECTIONS FOR PARCEL SERVICE AND R.P.O. COLLECTION OF CHARLES KNOX FREERICKS.

**"Zoo" TOWER AND INTERLOCKING IN PHILADELPHIA, PENNSYLVANIA IS FEATURED
ON THE PRR 1961 DESK CALENDAR**

1961

JANUARY							FEBRUARY							MARCH							APRIL						
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15	16	17	18	19	20	21	12	13	14	15	16	17	18	12	13	14	15	16	17	18	9	10	11	12	13	14	15
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JULY							AUGUST						
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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PENNSYLVANIA RAILROAD

SYSTEM HEADQUARTERS, TRANSPORTATION CENTER
SIX PENN CENTER PLAZA, PHILADELPHIA 4, PA



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THE 1961 CALENDAR IS ALSO APPROPRIATE FOR 2017

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MEMBERSHIP MEETING NOTICE

THE HOLIDAY CLEAN-UP OF THE LANCASTER CHAPTER, N.R.H.S. CHRISTIANA FREIGHT STATION WILL BE HELD ON MONDAY, JANUARY 16, 2017, STARTING AT 7:30 PM. No PROGRAM OR SPEAKER - JUST MOPS AND BROOMS!

**LANCASTER CHAPTER, INC.
NATIONAL RAILWAY
HISTORICAL SOCIETY
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416
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