

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 48 NUMBER 3

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

MARCH 2017

65 YEARS AGO THIS MONTH



PENNSYLVANIA RAILROAD GG1 No. 4909, ONE OF SEVERAL G'S PAINTED TUSCAN RED FOR SERVICE ON THE NEW CONGRESSIONAL AND SENATOR TRAINS, IS A FEW MINUTES OUT OF 30TH STREET STATION IN PHILADELPHIA WITH THE FIRST RUN OF THE NEWLY RE-EQUIPPED EASTBOUND CONGRESSIONAL ON MARCH 17, 1952 - WAYNE P. ELLIS PHOTO

PENNSYLVANIA RAILROAD



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Latest-type air-conditioning, colorful decor, fluorescent lighting, panoramic windows, electro-pneumatic doors, enclosed telephone rooms—and more—sum up to the most satisfactory trip you've ever taken by rail.

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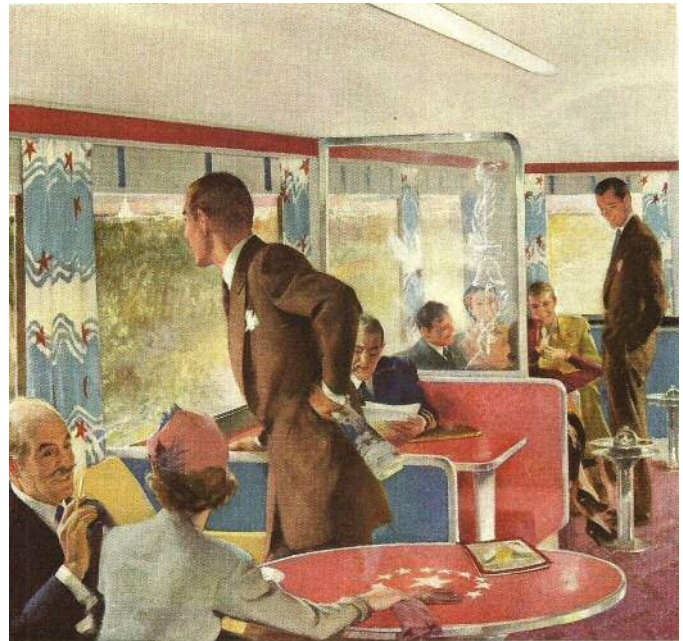


NEW DINING CARS with all-lease kitchen, deep-plunged seats, soft-whispered rattling. Wonderful service at a setting of classic comparable to the best lodgings.



NEW COUPE SHOP CAR for Coach passengers. Complete meals, hot drinks prepared on electric exchange and electric grill. Special all-weather tables. Separate section with lounge facilities.

PENNSYLVANIA RAILROAD
 Go by Train... Safety—with Speed and Comfort



1952 ADVERTISEMENTS FROM THE PENNSYLVANIA RAILROAD AND THE BUDD COMPANY HERALDING THE INTRODUCTION OF THE NEW CONGRESSIONALS AND SENATOR.

NEW "CONGRESSIONALS"...NEW "SENATOR"



The Pennsylvania Railroad's Morning Congressional and Afternoon Congressional (Washington-New York), and The Senator (Washington-Boston), old in public favor and affection, are now the newest trains in the world. All are completely re-equipped with exciting new cars built by The Budd Company. Needless to say, these cars offer every luxury, comfort and convenience. But their most significant characteristic is their rugged construction which not only promotes safety, but also will keep them out of the repair shop and on the rails providing a service so essential to these demanding times.

Their future usefulness cannot be measured—for no Budd railway passenger car has ever worn out, though many have traveled more than 5,000,000 miles—the equivalent of forty years of average railroad service.

The Budd Co., Philadelphia, Detroit, Gary.



PIONEERS IN BETTER TRANSPORTATION



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



COMMUNICATION A FACTOR IN FATAL AMTRAK ACCIDENT

By David Lassen, Tyler Trahan,
Jan. 27, 2017 - *Trains* News Wire

WASHINGTON — Faulty communication between maintenance workers appear to have played a significant part in last year's fatal collision between an Amtrak train and a backhoe performing track work on the Northeast Corridor, according to documents released Jan. 26 by the National Transportation Safety Board.

Two track workers were killed and 41 passengers were injured when train No. 89, the southbound Palmetto, struck the backhoe near Chester, Pa., on April 3, 2016. In a subsequent drug test, the locomotive engineer tested positive for marijuana, while drugs were also found to be in the system of both workers who were killed.

Interviews with maintenance supervisors suggest confusion at a shift change over the work crew's permission to do work that would impede, or foul, active adjacent tracks, along with permission to take one of the line's four main tracks out of service. The incoming day-shift foreman received his Form D permission to take track 2 out-of-service in a phone call to the dispatcher at 7:26 a.m., while the outgoing night-shift foreman cancelled his own Form D, as well as his permissions to temporarily foul the other tracks, in a phone call to the dispatcher at 7:28 a.m.

The dispatcher on duty said he expected a call “within seconds, if not a minute” from the day-shift foreman requesting to pick those “fouls,” as the permissions are known, but in the interim, the dispatcher maintained his option to use the other tracks.

“But the next time I heard from [the day foreman] was right after the impact,” the dispatcher said, “when he called and asked me, ‘Did Robinson [the night foreman] give up his foul?’ I said, ‘Yes, he did,’ and he told me it's bad out here, ‘We need an ambulance.’ And based on his anxiety in his voice, I kind of knew 89 hit something.”

That was at 7:50 a.m., after the train struck the backhoe, sitting on track 3.

The train was going 106 mph when the engineer realized the backhoe was fouling the track, but even with an emergency brake application, the train was still going 88 mph when hit it the tractor, destroying it, derailling the ACS-64 locomotive and sending tractor debris into the first coach. Along with the locomotive, four cars of the 10-car train were damaged, at a total cost of \$2.5 million, according to Amtrak's estimate.

Thursday's release of the documents precedes the NTSB's full report on the accident, and will provide the basis for the conclusions as to cause of the accident.

AMTRAK 188 ENGINEER SUES THE RAILROAD

WASHINGTON, Jan. 27, 2017 - *Trains* News Wire - The engineer at the controls of an Amtrak train that derailed in North Philadelphia on May 15, 2015, is suing the railroad, news media reported Friday afternoon.

Brandon Bostian, 33, filed suit in federal court in Philadelphia, seeking \$50,000 in damages under the Federal Employers' Liability Act.

The National Transportation Safety Board found that Bostian became distracted and accelerated Northeast Regional train 188 to 106 mph as it was approaching curve restricted to 50 mph. Bostian told investigators that he was disoriented or unconscious after something struck the cab of his locomotive.

The NTSB also held Amtrak to task for not installing the Advanced Civil Speed Enforcement System, a form of positive train control, in that section of the Northeast Corridor. PTC equipment has since been installed.

Eight passengers were killed and 200 injured. Amtrak settled claims for \$265 million.

An Amtrak spokesman said the company does not comment on pending litigation

NEW YORK PENN STATION'S MAIN BOARD COMES DOWN

NEW YORK, Jan. 24, 2017 - *Trains* News Wire - The death knell for the main departure board in New York's Penn Station sounded at 10:24 p.m. Jan. 23 when it was turned off for the last time. Half of the south-facing board stopped functioning around 7:30 p.m. when an electrical circuit failed during a breaker test.

Workers began the removal process around 11 p.m. on the evening of Jan. 23 and will continue to use overnight hours this week to take the sign down entirely. There are no plans to replace the big board with a similar large display, instead Amtrak installed multiple video displays throughout the station for passengers' information.

AMTRAK ROANOKE WORK PROGRESSES

ROANOKE, Va., Feb. 6, 2017 - *Trains* News Wire - Amtrak's new Roanoke passenger service is getting closer to reality now that project managers recently finished building a train servicing facility adjacent to existing Norfolk Southern tracks downtown. The facility will be used to store the passenger train overnight.

The facility is located at Williamson Road and Albemarle Avenue and includes about 900 feet of track space. It cost approximately \$4.9-million to build the spur and servicing facilities. It is the first of two Amtrak facilities that are being built before the passenger service ramps up in October. The second project is a downtown station platform and waiting area.

When the service begins this fall, Amtrak will provide one daily round trip train from Washington, D.C., to Roanoke. The train will use NS tracks from Lynchburg, Va., to gain access into Roanoke.



BRIGHTLINE REVEALS FIRST COMPLETED TRAINSET, FULL OF INNOVATIONS SET TO REINVENT TRAIN TRAVEL IN THE US

WEST PALM BEACH, FLA., Jan. 11, 2017 - Brightline, the only privately-funded express passenger rail system in the country, today showcased its first trainset, BrightBlue. Comprised of two locomotives and four coaches, the trainset is housed at its new railroad operations facility, Workshop b, in West Palm Beach, Florida. Today provided the first opportunity to see the many innovations throughout this first trainset that was manufactured by Siemens in their Sacramento, California facility and is 100 percent Buy America compliant, using components from more than 40 suppliers across more than 20 states.

“We are excited to welcome our first Brightline trainset to Florida and provide a preview of the entire train,” said Mike Reininger, president of Brightline. “Our trains are among the most innovative in the United States and the world, with every detail having been designed and built from the guest's perspective, making it easy, convenient and comfortable to ride. We are looking forward to the launch our new express, inter-city service this summer. South Florida is very close to experiencing the future of train

travel, a new travel alternative as an option to private cars on crowded roads."Innovations abound with Brightline, beginning with boarding. Brightline is the first fully accessible train, exceeding ADA compliance standards and providing effortless access from end-to-end. To do this, Brightline trains feature level boarding and utilize automated retractable platforms that are integrated into the train car door systems. Prior to the doors' opening, the platforms extend up to 12 inches from the train and pivot to create a flush surface for passengers to cross from platform to train, making it easy for those with mobility challenges, pushing strollers or rolling luggage to board. Brightline's interior aisles are 32 inches, wider than any other train, providing ample space for wheelchairs and strollers to easily glide throughout the coach with access to all areas, including the restrooms. Interior vestibule doors also slide open and close automatically, so guests can seamlessly move between coaches.



BRIGHTLINE "SMART" COACH
PHOTO - ALAN GOMEZ



BRIGHTLINE "SELECT" COACH
PHOTO - ALAN GOMEZ

On each trainset, there is one Select and three Smart coaches. With both options, riders can reserve specific seats when booking tickets through Brightline's mobile application, website or station kiosks. Each product will offer a range of amenities and pricing. Riders will also be able to add additional items, such as parking and ground transportation to their booking to further complete their travel experience, making it connected from door to destination. In the Select coach, the custom-designed ergonomic leather seats are 21 inches wide and, in the Smart coach, the seats are 19 inches wide, both wider than most other transit seats, with in-seat recline, sliding down and back so not to compromise legroom of fellow passengers. The Select coach features 49 seats

in a configuration of two seats across the aisle from a single. There are two quad seating groups and two single groups with a table in the middle for those who wish to converse or work together during the trip. In each of the Smart coaches, there are 66 seats (except for the end car that has 58), with double seats across the aisle from each other and eight quad configurations with a table.

Single and double seats feature a drop-down multi-task tray that serves a dual purpose. An inner small table can be used alone for a smartphone or glasses and a larger table can be added for items such as laptops, books and food. Brightline is offering complimentary, powerful Wi-Fi, powered by multiple antennas on every train, so guests can bring their own devices and have instant connectivity. To power those devices, there are numerous built-in power outlets and USB connections (under the armrests, in the seat pedestals), and in pop-up style table units, so that guests have easy access. Large windows have been designed and aligned with all seats to offer unobstructed scenic views. High ceilings and open luggage shelves create a welcoming and inviting ambiance. Every aisle seat has an ergonomic metal grip handle for guests that are walking through the train or placing bags in the overhead space.

For checked baggage, there is a compartment at the end of the last Smart coach. There are luggage towers in each coach for larger carry-on bags, as well as overhead luggage racks and under-seat storage for small personal items. To encourage more car-free transportation, Brightline also welcomes

bikes. There are bike racks on every train, so guests can ride their bike to the station and bring it onboard with them. For those that can't leave home without their pets, Brightline is pet-friendly. Small pets can be placed in carriers under the seat and special carriers will be available for larger animals.

Each coach includes a spacious restroom that is ADA accessible and features a touchless environment. The toilet has a touchless flush, guests just wave their hand to flush it. For those who forget to flush, it will automatically take care of that when the door is opened. The sink is integrated into the vanity area that also includes a large back-lit mirror. Each restroom also includes a Dyson faucet that both dispenses water and dries hands from the same fixture, eliminating water dripping onto the floor.

Additional Trainsets

Four additional trainsets are being built by nearly 1,000 employees at Siemens 60-acre rail manufacturing hub in Sacramento. Brightline expects delivery of these trainsets by spring in four hues: BrightPink, BrightRed, BrightOrange and BrightGreen.

The first trainset is expected to begin testing on a 10-mile test track south of Workshop b. Construction of Brightline's train stations in West Palm Beach, Fort Lauderdale and Miami is rushing toward completion. Brightline is scheduled to begin express inter-city service between Miami, Fort Lauderdale and West Palm Beach this summer.



CSX TAKES DELIVERY OF FIRST SD40E3 'ECO' UNITS

ATLANTA, Feb. 1, 2017 – CSX Transportation is the latest Class I railroad to take possession of six-axle 'Eco' locomotives for use in local and yard service. Progress Rail recently rebuilt 13 former CSX EMD SD40-2 locomotives into a new locomotive class known as SD40E3s at its Muncie, Ind., facility. The locomotives are assigned numbers in the 1700 series.



CSX SD40E3 No. 1700 IDLES AT THE RAILROAD'S TILFORD YARD IN ATLANTA IN JANUARY 2017 - JAMES F. JACKSON

CSX Media Relations Manager Laura Phelps tells *Trains* News Wire that the low emission locomotives will be assigned to Atlanta; Chicago; Camden, N.J.; and New York.

"The low emission locomotives are ideal for moving and sorting

freight in our yards, providing a more environmentally friendly way to build trains around the clock and efficiently serve customers," Phelps says.

The new SD40E3s are a separate program from the railroad's own SD40-3 rebuild program. Wabtec's MotivePower Inc. in Idaho has been rebuilding retired SD40-2s into SD40-3s for several years. The SD40-3s are in the 4000 numbering series.

When asked if the SD40-3s will continue being rebuilt, Phelps says that the Eco units "are not intended to replace the SD40-3 units" and that CSX is still "evaluating how the [SD40-3] units might be used to fulfill our future needs."

The first batch of rebuilt SD40E3 locomotives were recently spotted at the railroad's Tilford Yard in Atlanta.

CSX CORPORATION ANNOUNCES FOURTH-QUARTER AND FULL-YEAR 2016 EARNINGS

JACKSONVILLE, Fla., Jan. 17, 2017 – CSX Corporation (Nasdaq: CSX) today announced fourth quarter 2016 net earnings of \$458 million, or \$0.49 per share, versus \$466 million, or \$0.48 per share, in the same period of last year. The fourth quarter of 2016 included an operating property sale and a debt refinancing charge, both of which were \$0.08 per share and offset each

other in the quarter. In addition, the fourth quarter included an extra accounting week resulting from the company's 52/53 week fiscal reporting calendar, which benefitted earnings per share by \$0.03 per share.

Including the extra week, fourth quarter revenue increased 9 percent and expenses increased 2 percent. Operating income for the quarter was \$1 billion, which included the \$115 million gain from the property sale and the \$62 million benefit from the extra week.

For the full year 2016, the industry continued to face headwinds from low global commodity prices and strength of the U.S. dollar. In this environment, CSX generated \$11.1 billion in revenue as volume declined 5 percent overall with a 21 percent decline in the company's coal business. Even with these ongoing challenges, CSX delivered earnings per share of \$1.81, operating income of \$3.4 billion and an operating ratio of 69.4 percent.

"In an environment where the company lost almost \$470 million of coal revenue and experienced weakness across most of its markets, CSX delivered nearly \$430 million of productivity savings in 2016, while improving customer service," said Michael J. Ward, chairman and chief executive officer. "With business conditions gradually improving and the ongoing transformation into the CSX of Tomorrow, we will continue to deliver sustainable shareholder value."

The CSX of Tomorrow strategy drives profitable growth in its merchandise and intermodal markets as the company progresses towards a mid-60s operating ratio longer-term.

CSX CUSTOMERS ANNOUNCE \$9.5 BILLION IN 2016 INVESTMENTS

JACKSONVILLE, Fla., Jan. 11, 2017 - CSX worked with its customers in 2016 to announce 114 new or expanded facilities to be located on the company's rail network or connecting short lines. These new projects represent \$9.5 billion in customer investments that are expected to generate approximately 8,100 new jobs in areas served by CSX.

"The substantial capital investments announced by our customers last year included a new automotive plant and an ethane cracker facility to further leverage abundant domestic natural gas supplies," said Derrick Smith, vice president-strategic business development. Once these facilities are fully operational, they are projected to generate more than 136,000 new annual carloads for CSX. In addition to these projects that will be built over the next several years, more than 100 customer facilities on CSX began operations in 2016.

Since 2000, CSX customers have invested more than \$51 billion in rail-served facilities, creating more than 70,000 jobs at those plants, distribution centers and other enterprises across the company's 23-state network. To support rail-oriented industrial development, CSX's Select Site program pre-certifies properties that are suitable for manufacturing use. These sites meet rigorous criteria to increase development probability and reduce time and costs for CSX customers. Customers considering a new or expanded facility can learn more about CSX Select Sites at <http://www.csxselectsite.com> or at www.csxindustrialdevelopment.com.

CSX provides service via an extensive network that connects to nearly two-thirds of the nation's population and serves more than 70 ocean, river and lake ports. CSX can move a ton of freight an average of nearly 450 miles on a single gallon of fuel, and one train can carry the equivalent load of 280 trucks, reducing carbon emissions and wear and tear on public roads.

CSX WILL BOOST CAPITAL PROJECTS IN 2017

By David Lassen, Jan. 11, 2017, *Trains* News Wire

BOCA RATON, Fla. — CSX Transportation will add more track in capacity expansion projects in 2017 than in 2016, according to a presentation by Tod Echler, associate vice president engineering on Wednesday at the National Railroad Construction & Maintenance Association convention.

The railroad plans to add 49 miles of new track in eight states as part of capacity expansion projects in 2017. Echler did not offer details on other

capital spending plans for 2017.

Major projects on tap include the Howard Street Tunnel in Baltimore, a 1.7-mile single-track bore built in 1895 which needs reconstruction to accommodate double-stack trains. The railroad is still completing funding for the project, expected to take four to five years and cost \$1-3 billion.

In 2016, CSX was challenged by Hurricane Matthew, which affected nearly 2,600 route miles on 28 subdivisions — roughly 13 percent of the system. The railroad cleared more than 7,000 trees and deployed more than 800 generators during the recovery process.

The railroad added 20 miles of new track in four states in 2016. It also opened the first tunnel of the massive Virginia Avenue Tunnel project in Washington, D.C., a project to be completed in 2018. Opening of that tunnel cleared the route from Portsmouth, Va., to Chicago for double-stack service.



NS COAL TRAIN DERAILS IN VIRGINIA

SUFFOLK, Va., Feb. 6, 2017 - *Trains* News Wire - Norfolk Southern and derailment cleanup crews spent much of their Superbowl Sunday cleaning up spilled coal and derailed coal hoppers in southeast Virginia.

The incident occurred on Saturday morning, Feb. 4, when an eastbound loaded coal train headed for nearby Norfolk, Va., derailed approximately 44 cars. The train included 161 cars, in total.

The derailment sent cars tumbling over one another and even damaged a nearby building. Cars parked on adjacent streets had their windshields damaged as well, the *Virginian Pilot* reports.

No injuries were reported and the cause of the derailment is under investigation.

The derailment occurred on the railroad's main line to Norfolk where loaded coal trains are unloaded for export destinations. The derailment did affect Amtrak's regional service to Norfolk.

NS REDUCES CAPACITY SPENDING, KEEPS OVERALL CAPEX HIGH

By David Lassen, Jan. 10, 2017, *Trains* News Wire

BOCA RATON, Fla. — Suggesting a trend among Class I railroads, Norfolk Southern plans to maintain high spending levels for infrastructure maintenance in 2017 while dialing back somewhat on capacity expansion work.

NS's presentation at the National Railroad Construction and Maintenance Association convention parallels the capital spending plan announced by Union Pacific, which also said it would continue to perform maintenance at similar levels to 2016 while decreasing capacity expansion work.

David Becker, NS chief engineer for design and construction, says the railroad continues work on two "super projects:" the Piedmont Improvement Program, in conjunction with the North Carolina Department of Transportation, and a project in Virginia in with that state's Department of Rail and Public Transportation. Major elements of the Piedmont effort — a \$520 million program involving more than 40 miles of second main along with other improvements to allow expansion of passenger service — are expected to be completed in March. In Virginia, the railroad is adding 10 miles of second main between Green and Smothers. That project is expected to be concluded this month.

The largest capital project in 2017, he says, is a unit train staging yard in Swanton, Ohio. Yard expansions are planned for Whiting, Ind., and Fostoria, Ohio. Highlighting planned bridge work will be a \$70 million project to replace the Genesee River bridge in Portageville, N.Y., a structure built in 1875.

Becker says Norfolk Southern's rail replacement program will increase slightly over 2016, with 262.7 miles of dual rail and 187.3 of single rail to be replaced. Tie replacement (2.35 million crossties) and surfacing (2.32 million tons of ballast) will remain at 2016 levels.

**NORFOLK SOUTHERN REPORTS FOURTH-QUARTER AND FULL-YEAR
2016 RESULTS**

NORFOLK, Va., Jan. 25, 2017 – Norfolk Southern Corporation (NYSE: NSC) today reported fourth-quarter and 2016 financial results.

Net income for the quarter was \$416 million, a 15 percent increase compared with \$361 million during the same period of 2015. Diluted earnings per share were \$1.42, up 18 percent compared with \$1.20 diluted earnings per share in the fourth quarter last year. Norfolk Southern announced Tuesday that it increased its quarterly dividend to \$0.61 per share, reflecting a 2 cent, or 3 percent, increase over the previous quarter's dividend.

For 2016, net income was \$1.7 billion, up 7 percent compared with \$1.6 billion in 2015. Diluted earnings per share increased 10 percent to \$5.62 compared with \$5.10 per diluted share in the prior year. Results for 2015 included restructuring expenses that reduced fourth-quarter 2015 net income by \$31 million, or \$0.10 per diluted share, and lowered 2015 net income by \$58 million, or \$0.19 per diluted share for the full year.

"2016 was a pivotal year as Norfolk Southern began implementing its new Strategic Plan. We delivered \$250 million of productivity savings and recorded our best ever operating ratio, notwithstanding challenging business conditions," said James A. Squires, Norfolk Southern chairman, president and CEO. "With the dedication and support of Norfolk Southern's talented employees, we improved service for customers while positioning the company for further growth in 2017 and beyond. We are poised to continue building on our success and deliver an additional \$100 million of productivity savings in 2017 on the way to our goal of \$650 million of annual savings by 2020. We remain steadfast in our commitment to delivering superior shareholder value through the execution of our Strategic Plan."

FOURTH-QUARTER SUMMARY

• Railway operating revenues of \$2.5 billion declined 1 percent compared with fourth-quarter 2015, reflecting lower merchandise and coal traffic volume, as well as reduced fuel surcharges. These declines were offset in part by intermodal volume growth that eclipsed the effects of the 2015 Triple Crown restructuring.

• General merchandise revenues were \$1.5 billion, 1 percent lower than the same period last year. Volume was 3% lower overall, as growth in steel and agriculture was offset by declines in energy markets, vehicles, and paper and forest products. Norfolk Southern's five merchandise commodity groups reported the following year-over-year revenue results:

- > Agriculture: \$399 million, up 4 percent
- > Chemicals: \$395 million, down 7 percent
- > Metals/Construction: \$296 million, up 6 percent
- > Automotive: \$237 million, down 5 percent
- > Paper/Forest: \$177 million, down 5 percent

• Intermodal revenues increased to \$583 million, a 4 percent gain compared with fourth-quarter 2015. Volumes increased 7 percent, with growth in domestic and international traffic offsetting the Triple Crown restructuring.

• Coal revenues declined 7 percent to \$403 million compared with fourth-quarter 2015. Volume fell 4 percent with an increase in export coal softening the decline in the utility market.

• Railway operating expenses declined \$147 million, or 8 percent, to \$1.7 billion compared with same period last year due to targeted expense reductions and the absence of last year's restructuring costs.

• Income from railway operations was \$761 million, an increase of 19 percent compared with fourth-quarter 2015.

• The composite service metric, which measures train performance, terminal operations, and operating plan adherence, was 80 percent, a 200 basis point improvement compared with 78 percent in the same quarter last year.

• The railway operating ratio, or operating expenses as a percentage of

revenues, was 69.4 percent, a 510 basis point improvement compared with 74.5 percent in the fourth quarter of 2015.

2016 SUMMARY

• Railway operating revenues were \$9.9 billion, 6 percent lower compared with 2015. The decrease was driven by a 3 percent volume decline due to reductions in energy-related markets and the Triple Crown restructuring, as well as reduced fuel surcharges.

• General merchandise revenues were \$6.2 billion, a 2 percent decrease compared with the prior year. Volume declined 2 percent, primarily due to reduced demand in energy markets, and fuel surcharges were lower.

• Intermodal revenues totaled \$2.2 billion, 8 percent lower compared with 2015, reflecting the Triple Crown restructuring, as well as reduced fuel surcharges. International and domestic growth more than offset the volume decline from the Triple Crown restructuring.

• Coal revenues were \$1.5 billion, down 18 percent year-over-year. Reduced utility volumes combined with a weak global export market lowered total volume by 16 percent.

• Railway operating expenses declined \$813 million, or 11 percent, to \$6.8 billion primarily due to targeted expense reduction initiatives, lower fuel expenses, the absence of last year's restructuring cost, and service improvements.

• Income from railway operations was \$3.1 billion, a 7 percent increase compared with the previous year.

• The composite service metric was 80 percent, an 800 basis point improvement compared with 72 percent last year.

• The operating ratio for the year was a record 68.9 percent, a 370 basis point improvement compared with 72.6 percent in the prior year.

For 2017, Norfolk Southern plans to invest \$1.9 billion to maintain the safety of its rail network, enhance service, improve operational efficiency, and support growth opportunities, which is consistent with Norfolk Southern's total capital investment of \$1.9 billion in 2016.

**NORFOLK SOUTHERN FACILITATED \$4.0 BILLION IN INDUSTRIAL
INVESTMENT ALONG RAIL LINES IN 2016**

NORFOLK, Va., Jan. 26, 2017 – Norfolk Southern assisted 71 industries in locating or expanding their businesses along its rail lines in 2016.

The 58 new and 13 expanded industries represent an investment of \$4.0 billion by Norfolk Southern customers and are expected to create more than 4,600 new jobs in the railroad's service area, generating more than 50,000 carloads of new rail traffic annually.

"We were pleased to see a steady stream of manufacturing projects and a markedly stronger portfolio overall near the end of the year, and that is an encouraging indicator for activity in the coming year," said Jason Reiner, assistant vice president industrial development. "Sixteen manufacturing-related projects contributed nearly \$2 billion in new investment by customers and 3,000 new jobs during 2016."

Norfolk Southern works with state and local economic development authorities on projects involving site location and development of infrastructure to connect customers to its rail system and provides free and confidential facility location services, including industrial park planning, site layout, track design, and supply chain analysis. During the past 10 years, NS' Industrial Development Department has participated in the location or expansion of 945 facilities representing an investment of over \$60 billion and creating more than 43,000 direct new customer jobs in the territory served by the railroad.



**READING & NORTHERN RAISES TRACK
SPEED ON PORTIONS OF MAIN LINE**

Jan. 3, 2017, Reading & Northern Press Release
In its ever increased attempt to make the

railroad more efficient, and to better serve its customers, the Reading & Northern Railroad today announced for the first time in twenty five years, a major efficiency improvement raising track speed on its Main Line to forty mph. From Reading to Port Clinton, the speed will cut travel time by about seven minutes. This does not sound like much, but as we continue to upgrade over the entire 115 mile Main Line, this will result in substantial productivity increases. Reading & Northern is in the midst of a significant capital spending program as it explained in early November, "Our maintenance-of-way (MOW) forces have been extremely busy upgrading our railroad to handle more traffic at higher speeds. Our MOW forces have also been hard at work on our accelerated track maintenance program by installing 15,000 ties, 10,000 feet of new rail, constructing 10,000 feet of new sidings and surfacing 89 miles of track."

READING & NORTHERN BUILDING NEW 'OUTER STATION' NEAR READING

By Wayne Laepple, Jan. 18, 2017, *Trains* News Wire

READING, Pa. — A new Outer Station will rise on a 2-1/2 acre site near Reading's city limits as the Reading & Northern ramps up its passenger services. The \$2-million project includes a siding off the railroad's main line as well as a station, water tank, and a display locomotive.

Andy Muller Jr., CEO of the Reading & Northern, bought adjacent properties along State Route 61 in Muhlenberg Township for \$895,000 in 2016. He tore down a former strip mall and a restaurant on the site, but kept their parking spaces. The site is north of the railroad's connection with Norfolk Southern. A railroad contractor is building the station track.

Mueller tells local news media that the site is to include Victorian-style buildings, a water tank, and a display track for No. 225, a former Canadian Pacific 4-6-0 previously owned by the late George M. Hart.

The original Outer Station was located a few miles south of the new station, closer to the center of the city of Reading. It was a Victorian structure built in 1874 that housed division offices and once featured wooden trainsheds on three sides. It was in the middle of a wye connecting lines from Allentown, Pa.; Pottsville, Pa.; Philadelphia; and Harrisburg, Pa. It closed in 1969 and burned in 1978. A second station, known as Franklin Street, was in the center of the city.

Starting Memorial Day weekend, the Reading & Northern will offer regular Saturday passenger trains between the new station and Jim Thorpe, Pa. Former Reading rail diesel cars will provide the service. Trains will follow the former Reading route from Reading to Haucks, Pa., on the Catawissa Branch, then turn onto the former Jersey Central Nesquehoning Valley Branch to Jim Thorpe, Pa., about 60 miles each way. Tickets will go on sale on March 15.



WESTERN MARYLAND SCENIC SAYS JULY 1 WILL BE 1309's DEBUT

By Chase Gunnoe, Jan. 11, 2017, *Trains* News Wire
(Edited)

CUMBERLAND, Md. — Western Maryland Scenic Railroad officials surprised the railway preservation community today by announcing that tickets are on sale to ride behind Chesapeake & Ohio 2-6-6-2 No. 1309 during the July 4th weekend.



C&O No. 1309 BUILDER'S PHOTO - TRAINS COLLECTION

In a Jan. 11 afternoon Facebook post, the railroad urged enthusiasts to purchase their tickets now for the Allegheny Mountain Express, the first train to be pulled by C&O 1309 this summer. The inaugural trip will

take place Saturday, July 1 and will feature a round-trip excursion from Cumberland to Frostburg. The train will leave from Cumberland at 9 a.m. and return at 11:45 a.m. The trip features a 45-minute layover in Frostburg.

According to a Facebook post by the railroad, WMSR is confident that No. 1309 will be under steam before July 1, but is setting that day as the official start date for excursions.

C&O No. 1309 was the last locomotive built by Baldwin Locomotive Works for use on a domestic railroad in the United States. It entered service in September 1949. Once operational, it will be the largest articulated steam locomotive in regular service in the United States.



SEPTA RAILCARS PULLED TO FIX CRACK CAUSED BY STRESS

By Jason Laughlin, Feb. 6, 2017 - philly.com

PHILADELPHIA, Pa. - For the second time in a year, welds appear to be the root cause of railcar problems that are forcing the vehicles off the tracks, SEPTA officials said.

In July, the problems were on the Regional Rail. This time, Market-Frankford Line riders are facing delays and an uncertain repair timeline. The vehicles from the two lines are different ages, used in different kinds of services, and are from different manufacturers, but in both cases cracks appear to have formed at a welded point on the car.

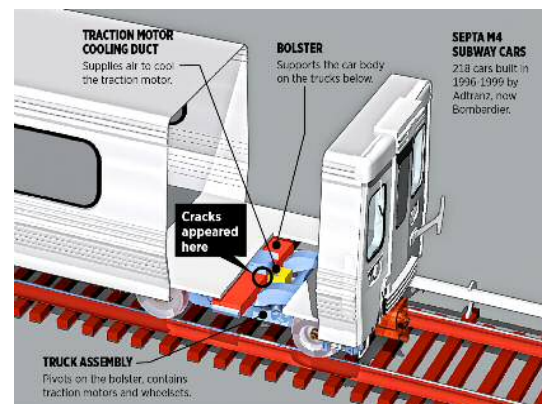
"Welding is absolutely a great thing," Jeff Knueppel, SEPTA's general manager, said in a Monday news conference, "but it absolutely has to be done well."

In the case of the M4 El cars, it apparently wasn't. Vent boxes that allow air to pass into the motors to cool them were welded to the body bolster, the 94-inch long beam that connects the body of the car to the wheel truck beneath. Those vent boxes have less strength than the bolster, and it appears, Knueppel said, that cracks formed there. So far, SEPTA has identified 58 cars with cracks in the vent boxes, and in two of those cars the fissures extended into the bolsters. It appears the welds drew stress to the larger beams when the vent boxes began fracturing, causing the cracks to extend into the bolster.

Cracks Found in Market-Frankford Subway Cars

A routine inspection over the weekend revealed cracks in the structure of some of SEPTA's M4 subway cars used on the Market-Frankford line. The cracks affected the cars' bolsters, which are the support members that transfer the car's weight to the trucks below, and which allow the trucks to pivot. SEPTA suspects the cracks are related to the area where an air duct for cooling the traction motors was welded to the bolster during manufacturing.

"It's a complicated area," Knueppel said, "and it's the highest stress area of that beam."



SOURCE: SEPTA

JON SMYDERS / STAFF ARTIST

All 58 cars with cracks in the vent boxes have been pulled from service. About 40 other cars were out of service for maintenance or an unrelated overhaul, leaving SEPTA with

108 cars operable Tuesday morning.

The El carries more than 187,000 people each weekday between the Frankford Transportation Center and 69th Street in Upper Darby. Stops include City Hall and 30th Street Station; the line typically requires 144 cars to handle rush-hour traffic during the week.

The two cars with the cracked bolsters likely weren't damaged to the point that there was danger of the beam giving way, Knueppel said. One crack was eight inches long in a 23-inch-wide beam. Other problems would have been noticed before the cracks developed to the point where a car failure was possible, he said.

How the cracks will be fixed, and when, remains unknown. It will likely involve welding, but members of the union responsible for maintaining the cars, Transportation Workers Union Local 234, noted the cracks that extend into the body bolsters have created a fissure in a part that can't simply be replaced.

"Anything can be fixed, but there's no way this is going to be an easy fix," said Joe Coccio, treasurer for the local and a vehicle mechanic. "This is not made to be removed. Everything is built around this piece."

SEPTA has been engaged in a comprehensive evaluation of all its vehicles since the Regional Rail cars failed in July, Knueppel said. About a third of those cars, 120 Silverliner V's, were pulled from service after a faulty weld was found in load-bearing beams. All Silverliner V's are back in service, Knueppel said. The similarities between the flawed parts is coincidental, though. The Silverliners were built by Hyundai Rotem from 2010 to 2013. Adtranz, now a part of Bombardier Inc., a Canadian company, built 220 M4s on a \$285 million contract and delivered them to SEPTA from 1997 to 1999.

Knueppel did not know whether a warranty still existed on the M4s, he said.

The cracks were found unexpectedly only after mechanics conducting an overhaul of the El cars pulled up floor panels. SEPTA used a less-complicated procedure, which involved lowering a scope into the vent box, to confirm that the cars going into service Tuesday did not have cracks, Knueppel said.

WMATA SCRAPPING "LEAST RELIABLE" CARS



Feb. 7, 2017, Railway Age - Washington, D.C.'s Metro transit system plans to retire its problematic 4000-series cars beginning later this month.

Washington Metropolitan Area Transit Authority General Manager and CEO Paul J. Wiedefeld made the announcement that the removal of system's "least-reliable" rail cars will begin next week.

The group of 100 cars were manufactured by AnsaldoBreda of Genoa, Italy (now Hitachi Rail Italy), in 1991 and operate an average of 27,259 miles between delays. That contrasts with Metro's best-performing cars, the 6000-series, which average more than 103,000 miles between delays.

In November 2016, Metro downgraded the 4000-series cars from leading trains after problems occurred with the cars' automatic train control technology.



WMATA 4000-SERIES CAR AT THE KING STREET STATION PLATFORM IN 2005 - WIKIMEDIA COMMONS PHOTO BY BEN SCHUMIN

Metro in February 2016 began retiring its oldest cars, the 1000 series, as new 7000-series cars arrive on the property. More than half of the 1000-series fleet has been retired to date, and both the 1000- and 4000-series cars will be retired concurrently as of next week.

Wiedefeld said that under the "Back2Good" program, the agency has committed to having all 1000- and 4000-series cars out of passenger service by the end of this year. He said railcar mechanical issues accounted for nearly

two-thirds of system delays in 2016.

The first retired 4000-series car is scheduled to be moved off Metro property

on Feb. 15. Retired cars are transported by trailer to Baltimore where they are scrapped.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN MARCH

Mar. 30, 1902 - New Rockville Bridge opens; 4-track, 48-span stone arch bridge; eastbound *Atlantic Express* is first train to cross at 9:00 AM.

Mar. 27, 1907 - Wreckers (vandals) derail the eastbound *Keystone Express* at Wilmerding, Pa.; slow speed saves train from rolling down bank into Turtle Creek; rails also loosened on an adjacent track so westbound *Chicago Limited* would immediately topple onto first train, but the Limited was late.

Mar. 27, 1912 - PRR Board authorizes multiple-tracking on Connecting Railway including Schuylkill River bridge; authorizes automatic block signals between Mount Carbon and Pottsville, Pa.; authorizes maintaining a dual horse and taxicab service at Philadelphia for one year.

Mar. 1917 - PRR announces plan for electrification between Altoona and Gallitzin and a large new Altoona station on the site of the Logan House.

Mar. 30, 1922 - PRR places orders with five builders for 190 P70 coaches, 35 PB70 combines, and 25 baggage-mail cars; 20 dining cars are being built at Altoona, and the LIRR has ordered 50 cars.

Mar. 23, 1927 - PRR begins moving into new office building (General Office Annex) at 15 North 32nd Street in West Philadelphia; headquarters remains in Broad Street Station, but most other offices in the city are vacated in favor of the new structure. (Subsequently, the building was owned by Food Fair Stores and presently, by Drexel University - Ed.)



Mar. 1932 - PRR issues the fourth historical poster by N.C. Wyeth, *Building the First White House*, George Washington supervising the construction of the White House; the Depression halts production of the other eight paintings in the projected series, as well as the historical booklet *Building the Nation*; later in the year, the four completed images are reproduced in a calendar issued by the Forbes Lithograph Manufacturing Company of Boston, printers of the full-sized posters; after this, the original paintings vanish without a trace, probably thrown out with much other artwork at the time of the Penn Central merger.

Mar. 4, 1937 - National Railway Historical Society holds its annual banquet in a PRR dining car parked in Broad Street Station, Philadelphia.

Mar. 1942 - Class T1 prototype 4-4-4 No. 6110 road tested on Maryland Division between Philadelphia and Baltimore under supervision of Baldwin personnel.

Mar. 6, 1947 - LIRR exhibits first of 10 new double deck MU cars; cars prove unpopular because of cramped face-to-face seating; also difficult to clean.

Mar. 17, 1952 - *The Congressional* (18 cars each) and *The Senator* (14 cars each) re-equipped with 64 lightweight streamlined cars from the Budd Company; new equipment increases ridership 9%.

Mar. 17, 1957 - PRSL removes one track between Winslow Jct. and Tuckahoe and replaces automatic block signals with manual block.

Mar. 3, 1962 - First preliminary engineering report on Philadelphia Center City Commuter Connection by McCormick, Taylor Assoc., issued in Jan. 1962, made public; plan links PRR and Reading commuter lines under Filbert Street, including new underground station to replace Reading

Terminal; estimates cost at \$37 million.

Mar. 21, 1967 - By this date, 15 GG1's have been retired; 49 are in freight service and 75 in passenger service; of the latter, 31 have had high intake louvers installed to keep out fine snow and 31 have been equipped with four or more traction motors coated with DuPont's Nomex epoxy resin to prevent being shorted out by moisture.

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



TIMETABLE 03-17

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

Thru Friday, May 12, 2017

Laying Tracks & Laying Foundations: Building for the Railroad at The Athenaeum of Philadelphia, 219 S. 6th St., Philadelphia, Pa 19106-3794. Free admission, Phone 215-925-2688. Info: <http://www.philaathenaeum.org/current.html>

Thru Sunday, May 14, 2017

Thomas & Friends: Explore the Rails Exhibit at the Reading Public Museum, 500 Museum Road, Reading, Pa. 19611. Just like the world of Sodor on the show, the exhibit is full of recognizable people and places including Knapford Station, Sodor Steamworks, and Percy! Families will sort freight and baggage on to train cars, sell tickets, and even help fix the trains. Info: www.readingpublicmuseum.org

Sunday, March 5, 2017

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

Saturday, March 11, 2017

Harrisburg Chapter, NRHS Railroad Show & Collectors Market at the First Church of God, Fellowship Hall, 245 West High St. Middletown, Pa. 17057. Adm: \$5.00, children under 12 free. Info: www.harrisburgnrhs.org

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 - Saturday, March 30-April 1, 2017

2017 NRHS Spring Conference Advisory Council and Board of Directors' Meetings, Crowne Plaza Wilmington North, 630 Naamans Road, Claymont, Delaware 19703. Info: www.nrhs.com

Saturday, April 1, 2017

Delaware Train Show at the Nur Shrine Temple, Rt. 13, 198 S. Dupont Hwy., New Castle, Del 19720. 9:00 AM to 2:00 PM. Adm: \$5.00. Info: www.toysshows.org

Saturday, April 8, 2017

Harrisburg Chapter, NRHS Annual Banquet at Boomerang Bar & Grill, 110 Limekiln Rd., New Cumberland, Pa. Social at 5:00 p.m. Dinner at 6:00 p.m. Program by Steve Barry - *Eastern Europe by Rail/The Road and the Radio*. \$25.00 per person to Dick Crow, 412 Ricky Rd., Mechanicsburg, Pa 17055. Specify Buffet or Vegetarian Dinner.

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 22, 2017

Railfan RDC Excursion Special. Reading and Northern Budd Cars 9166 and 9168 between Saint Clair, Pottsville Jct. and North Reading over historic trackage of the former Reading Railroad. Info: James Danner 610-704-7738

Thursday - Saturday, April 27-29, 2017

TCA York Train Show at the York Fairgrounds, 334 Carlisle Ave., York, Pa. 19404. Info: www.easterntca.com

Saturday, April 29, 2017

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

Saturday, May 6, 2017

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

Friday - Sunday, May 12-14, 2017

2017 Transportation History Expo - Key Lock & Lantern Convention at the Radisson Lackawanna Station Hotel, 700 Lackawanna Ave., Scranton, Pa. 18503. Info: <http://www.klnl.org/pgConvention.htm>

Sunday, May 13, 2017

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

Thursday - Sunday, May 18-21, 2017

PRRT&HS Annual Meeting at the Radisson Penn-Harris in Camp Hill, Pa. hosted by the Washington DC Chapter.

Saturday, May 20, 2017

South Jersey Model Rail Expo at the Grace Episcopal Church, 7 East Maple Ave., Merchantville, NJ 08109. Info: John P. Dunn, Sr., 609-432-2871 or jdunn8888@hotmail.com

Saturday, May 27, 2017

PICNICRAIL '17 at Maier's Grove, Grove Drive, Blandon, Pa.. 1:00 p.m. until ? . Evening show by Steve Barry and Frank Etzel. Adults - \$16.00; Children 3-12 - \$8.00; Under 3 free, with headcount. Send SASE and check payable to P&R Chapter to Philip Reppert, 17 Adele Ave., Blandon, Pa. 19510. Order deadline is May 20, 2017.

Tuesday - Saturday, June 20-24, 2017

2017 N.R.H.S. Convention at the Nashville Airport Hotel in Nashville, Tenn. Info: www.nrhs.com

Saturday - Sunday, June 24-July 2, 2017

63rd TCA National Convention at the Wyndham Grand Downtown Hotel, Pittsburgh, PA. Info: www.tcaconvention.org

Sunday - Saturday, June 25-July 1, 2017

N.R.H.S. RailCamp East headquartered at the University of Delaware, Newark, Del. Info: www.nrhs.com



Railroad Museum of Pennsylvania

ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Thru Saturday, Dec. 30, 2017 - SAFETY FIRST: The Evolution Of Railroad Safety Practices Exhibit

Saturday, March 4, 2017 - Read Across America Day

Sunday, March 12, 2017 - Charter Day

Saturday, April 8, 2017 - Rails & Ales

RAILROAD MUSEUM OF PENNSYLVANIA REACHES \$50,000 MATCHING GRANT CHALLENGE

STRASBURG, Pa., Jan. 31, 2017, *Trains* News Wire - The Railroad Museum of Pennsylvania in Strasburg has raised more than enough money to be eligible for a matching grant in the amount of \$50,000.

The 50-50 grant program through the Pennsylvania Railroad Technical and Historical Society now allows the museum to press forward with preservation plans for five Pennsylvania Railroad steam locomotives.

Museum officials say they have raised \$60,000, which combined with the \$50,000 in grant money, represents more than 40 percent of total funds needed for the museum's \$250,000 "Ready for the Roundhouse" campaign.

The five locomotives slated the restoration as part of the new roundhouse campaign include Pennsy M1b 4-8-2 No. 6755, built at Juniata Shops in Altoona, Pa. in 1930, K4s 4-6-2 No. 3750, built at Juniata in 1920, L1s 2-8-2 No. 520, built by Baldwin in 1916, H10s 2-8-0 No. 7688 built by Lima in 1915 and B6sb 0-6-0 No. 1670 built at Juniata in 1916. The locomotives will be part of an exhibit inside the museum's to-be-built roundhouse.

The locomotives will be cosmetically restored for public display. Museum officials say that a groundbreaking on the new structure could begin sometime this year.

The locomotives are listed on the National Register of Historic Places. The majority of the work will be undertaken by an outside contractor, Sandman's Sandblasting & Coatings of Manchester, N.Y., and will be overseen by Museum rolling stock curator/restoration shop manager Allan Martin.



**STRASBURG RAIL ROAD
SPECIAL EVENTS**

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Monday - Friday, March 13-31, 2017 - L. O. & S. Motorcar

Friday - Sunday, April 14-16, 2017 - Easter Bunny Train

Saturday, April 29, 2017 - Great Train Robbery

Saturday - Sunday, June 17-25, 2017 - Day Out With Thomas



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



**GROUND BROKEN FOR PANYNJ, GCT
USA ExpressRail PORT JERSEY
FACILITY**

By Mischa Wanek-Libman, editor *Railway Track & Structures*



**A RENDERING OF THE GREENVILLE YARD
PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

A new intermodal facility that will connect the Port Authority of New York and New Jersey (PANYNJ) GCT Bayonne terminal to CSX and Norfolk Southern broke ground on Dec. 19. GCT USA and PANYNJ said the ExpressRail Port Jersey facility ("Greenville Yard")

will be a major ship-to-rail port project located directly adjacent to the recently expanded, state-of-the-art GCT Bayonne container terminal. This

project will complete the agency's more than \$600 million initiative that establishes direct access to on-dock or near-dock rail service for all of its major marine terminals.

GCT USA said the near dock Greenville Rail Yard will play a key part in GCT Bayonne's operations and, once completed, will have a capacity of 250,000 lifts and eight working tracks.

The intermodal facility is scheduled to be complete in mid-2018 and will feature 9,600 feet of track serviced by high-efficiency, electric cantilevered rail-mounted gantry cranes featuring LED lighting. PANYNJ and GCT USA estimate that the impact of the facility will include the elimination of 375,000 trucks per year and reduce carbon dioxide emissions by 18,300 tons annually.

Construction costs for the GCT Bayonne near-dock intermodal facility are supported by a \$56 million investment from PANYNJ. The Cargo Facility Charge, a per-container fee assessed on cargo shipped through PANYNJ to cover the costs of critical road, rail and security infrastructure projects is funding the project.

PANYNJ recently approved its 2017 capital and operating budget, which includes \$153 million for port development projects. More than \$36 million of the 2017 capital budget is flagged for the Greenville Yard project.

THIS MONTH'S BANNER PHOTO

A Pennsylvania Railroad Less-Than-Carload (LCL) Keystone Merchandise Service advertisement from the early 1950s.



OPERATION LIFESAVER REMINDS YOU...

WATCH THE OVERHANG. Trains are wider than the tracks; never sit on the edge of a station platform.

SAVE THE DATE

SUNDAY, July 16, 2017 - Chapter "Away" Meeting at the West Chester Railroad. Meet in West Chester and ride the train.


MONDAY, Aug. 21, 2017 - Chapter Meeting at the Strasburg Rail Road.

FRIDAY to SUNDAY, Sept. 15-17, 2017 - Chapter trip to Cass/Durbinn-Greenbrier. Openings limited to the capacity of one bus.

SUNDAY, Sept. 24 2017 - Annual Chapter Picnic.


MONDAY, Oct. 16, 2017 - Regular Membership Meeting

SATURDAY, Nov. 18, 2017, 1:00 p.m. - Annual Chapter Banquet at Enck's Catering at the Four Seasons Sports Complex, 949 Church St., Landisville, Pa. 17538. This is a total change of venue - Day, Time and Location!



*Our Deepest
Sympathy*

The Lancaster Chapter, Inc. extends deepest sympathy to our Chaplain, David Stambaugh, his wife Lois and daughter Amy, on the recent passing of David's mother, Betty J. Stambaugh and father, James H. Stambaugh.



The Chapter also extends sincerest sympathy to Chapter Member Helen Snyder on the passing of her brother, Carl Bernosky. May they rest in eternal peace.

Thanks to Chapter Member Helen Shaak for providing names of the deceased.



"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

MARCH 12, 2017 - SUNDAY, 2:00 AM - DAYLIGHT SAVING TIME BEGINS. TURN CLOCKS [AHEAD](#) ONE HOUR

MARCH 13, 2017 - MONDAY, 7:30 PM - TRAVEL TIME OFFICE - FALL 2018 CANADIAN ROCKIES TRIP PLANNING

Meeting for members interested in the Chapter's Fall 2018 Canadian Rockies trip, including the Rocky Mountaineer. The trip, options and pricing will be discussed. The Travel Time office is located at 951 Rohrerstown Rd., Ste. 102, Lancaster, PA 17601 · (717) 299-6600

MARCH 19, 2017 - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Join us for the first meeting of 2017. If available, Chapter Member Tom Gears will present a program about trains in Colombia. If Mr. Gears is unavailable, Chapter Member Glenn Kendig will present a program highlighting Warren Habecker's historical slides. Audience participation is requested to assist in identifying the multitude of locations featured.

APRIL 17, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

MAY 15, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Chapter Friend Paul Kutta returns with an interesting presentation about the Reading Company - an overview from the beginning of steam all the way up to the diesel and electric era with views over various parts of the system.

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

FINAL CALL - 2017 MEMBERSHIP RENEWALS ARE PAST DUE!

IF YOU HAVE NOT PAID YOUR 2017 DUES, THIS WILL BE YOUR LAST ISSUE OF THE LANCASTER DISPATCHER. MEMBERS NOT RENEWED BY MARCH 31, 2017 WILL BE DROPPED FROM N.R.H.S. RECORDS AND MUST REAPPLY AS A NEW MEMBER.

A CATENARY MODELER'S NIGHTMARE



PRR 4439 PASSES THE PRR STATION IN BALTIMORE WITH A SOUTHBOUND FREIGHT IN MARCH 1966. GE BUILT 66 E44 C-C ROAD-SWITCHERS DURING 1960-63 USING THE RECTIFIER TECHNOLOGY PROVEN BY THE BALDWIN-WESTINGHOUSE CAB UNITS. HERBERT H. HARWOOD, JR. PHOTO

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HISTORIAN:	TOM McMASTER	717-274-5325	PRRTOM@VERIZON.NET
CHAPLAIN:	DAVID STAMBAUGH	717-683-3053	CHAPLAIN@NRHS1.ORG
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MEMBERSHIP MEETING NOTICE

THE "SUNDAY" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION ON SUNDAY, MARCH 19, 2017, STARTING AT 2:00 PM.

**LANCASTER CHAPTER, INC.
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 !!!**

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