

A LOOK BACK IN TIME: THE GM/SOUTHERN PACIFIC VERT-A-PAC

WRITTEN BY WILLIAM C. VANTUONO, EDITOR-IN-CHIEF, RAILWAY AGE - MAY 12, 2013



Remember the Chevrolet Vega and its Pontiac equivalent, the Astre? These cars were shipped long-distance in a rather unusual manner.

Until the early 1960s, automobiles moved by rail were carried in boxcars. The boxcars were 50 feet long with double-wide doors. Inside was room for four full-sized sedans on a two-tier rack—two raised up off the floor on a steel rack and two others tucked in underneath them. This protected the cars during transport but wasn't very efficient, as the weight of four vehicles was far less than the maximum weight a boxcar that size could carry. When 85-foot and 89-foot flatcars came into service, it was possible to pack up to 15

automobiles in one car on tri-level autoracks. But this still didn't approach the maximum allowable weight for each flatcar.

When Chevrolet was designing the Vega during the late 1960s, one of its main objectives was to keep the cost of the car down around \$2,000 (in circa-1970 dollars). At the time, the freight charge for moving a loaded railcar from the Lordstown, Ohio, assembly plant to the Pacific coast—the longest distance cars produced at Lordstown would need to travel—was around \$4,800. Since the Vega was a subcompact, it was possible to squeeze three more cars on an autorack, for a total of 18, instead of the usual 15. But that still worked out to around \$300 per car—a substantial transportation charge (which dealers passed on to customers) for a \$2,000 car. If Chevrolet could get more Vegas on a railroad car, the cost per unit of hauling them would go down.



Engineers at General Motors and the Southern Pacific Railroad came up with a clever solution. Instead of loading the cars horizontally, they were to be placed vertically on a specially designed autorack called the Vert-A-Pac. Within the same dimensions of an 89-foot flatcar with a tri-level autorack, the Vert-A-Pac system could hold as many as 30 automobiles instead of 18, reducing the transportation charge per vehicle by about 40%.

Chevrolet's goal was to deliver Vegas topped with fluids and ready to drive to the dealership from their distribution point. In order to be able to travel nose-down without leaking fluids all over the railcar (and onto the tracks), the Vega's engineers had to design a special engine oil baffle to prevent oil from entering the No. 1 cylinder of the car's inline-four engine. Batteries had filler caps located high up on the rear edge of the case to prevent acid spills. The carburetor float bowl had a special tube that drained gasoline into the vapor canister during shipment, and the windshield washer bottle stood at a 45 degree angle. Plastic spacers were wedged between the powertrain and chassis to prevent damage to engine and



transmission mounts. The wedges were removed when cars were unloaded. The doors were closed with a forklift tractor (see illustrations).

The Vega was hugely popular when it was introduced in 1970. However it quickly earned a reputation for unreliability, rust, and poor engine durability. When the Vega and the Pontiac Astre were discontinued in 1977, the Vert-A-Pac racks were retired as they were too specialized to be used with anything else. The Vert-A-Pac racks were scrapped, and the underlying flatcars went on to other uses.

Railway Age thanks Doug Warble, Mechanicsburg, Pa., a member of the Susquehanna Valley GTOs automobile club, and the club's newsletter, GTO Tiger Times, for this article. Railway Age Editor-in-Chief William C. Vantuono is Chapter Coordinator for the GTO Association of America and an SVGTO member.



A SOUTHERN PACIFIC VERT-A-PAC



A COMBINATION OF SEDANS AND STATION WAGONS LOADED INTO A ST. LOUIS - SAN FRANCISCO RAILWAY VERT-A-PAC



LOADING A SOUTHERN PACIFIC VERT-A-PAC - PHOTO FROM HEMMINGS



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



MOORMAN TO CONGRESS: “NEW ERA” OF AMTRAK INVESTMENT REQUIRED

WASHINGTON, Feb. 15, 2017, Railway Age - The head of Amtrak told lawmakers a new era of infrastructure investment is needed to ensure a healthy future for long-distance passenger rail travel in the U.S.

Amtrak President and CEO Wick Moorman urged a hearing of the Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security to invest in the carrier's infrastructure, fleet, and stations.

“The time is now to invest in our aging assets,” Moorman said in prepared remarks. “More than ever, our nation and the traveling public rely on Amtrak for mobility, but the future of Amtrak depends on whether we can renew the cars, locomotives, bridges, tunnels, stations and other infrastructure that allows us to meet these growing.

Amtrak had record ridership of more than 31 million passengers and ticket revenues of \$2.2 billion in 2016, Moorman said. “I'm certain that we can get even better by relentlessly improving our safety culture, modernizing and upgrading our products and strengthening our operational efficiency and project delivery.”

The former chief executive of Norfolk Southern said that Amtrak, now 45 years of age, needs additional support from Congress and the Trump Administration to upgrade aging assets in order to continue to provide reliable services and network operations.

The benefits to the traveling public and the national economy are worth significant investment, said Moorman, including in these projects:

- Construction of the Portal North Bridge and new Hudson Tunnels, both parts of the larger Gateway Program that will ensure that 450 daily Amtrak and NJ Transit trains can continue to serve New York City from the south;
- Construction of new B&P Tunnel and Susquehanna Bridge in Maryland to expand service and improve trip-time;
- Expansion and improvement of Chicago and Washington Union Stations to improve accessibility, expand capacity, spur local development and enhance safety;
- Construction of a fleet of new or rebuilt diesel locomotives to support Amtrak's national network; and
- Construction of track, signaling, and other improvements to remove chokepoints on host railroads or restore service in key underserved markets, such as along the Gulf Coast.

Amtrak, he said, is focused on identifying ways to improve collaboration with the 21 states and various commuter agencies it partners with to provide service on corridors across the country as well as on the Northeast Corridor.

Moorman urged the Federal government to explore different ways to back intercity passenger rail service such as direct investments, public-private partnerships and innovative financing, streamlining of the environmental review process, and less bureaucratic red tape.

Moorman added that such rail infrastructure investments not only help Amtrak better serve passengers, but also stimulate job growth in construction, manufacturing, and professional services. Rail cars, locomotives, steel, concrete, machinery, signals and track are sourced from across the nation.

“Investments in these sectors can help spur the rebirth of America's passenger rail manufacturing and supply sector,” he said.

PAOLI STATION IMPROVEMENTS KICK OFF WITH GROUND BREAKING CEREMONY

PAOLI, Pa., Mar. 1, 2017, Railway Track & Structures - A groundbreaking ceremony was held Feb. 28 for the Paoli Station Accessibility Improvements Project, a \$36 million initiative to improve accessibility, safety and provide operational flexibility at the Paoli Train Station.



In fiscal year 2016, 201,572 Amtrak passengers and approximately 740,000 Southeastern Pennsylvania Transportation Authority (SEPTA) passengers passed through the station. The current station facilities built in 1953 by the Pennsylvania Railroad, including the

one-story brick station building, are not fully accessible and are in need of improvement. SEPTA and Amtrak have partnered to make modifications to the station and infrastructure at the station to bring into compliance with 2006 U.S. Department of Transportation Accessibility Standards.

“Amtrak is advancing a robust program of station accessibility improvements across our network,” said Tom Moritz, Amtrak senior director of business development. “We are proud to partner with SEPTA, Pennsylvania Department of Transportation, the Federal Transit Administration and the Tredyffrin Township community to help transform the Paoli Train Station into an intermodal facility that is accessible for all.”

Amtrak has contracted with Neshaminy Constructors Inc., of Feasterville, Pa., to advance a series of station improvements including a new center island, high level platform, new elevators and ramps, a pedestrian overpass, parking lot improvements, ADA improvements to the existing station building and upgrades in rail infrastructure to support other project components. During construction, there will be no impact to the number of available parking spaces or train operations.

Stakeholders say that once complete, this project will set the stage for potential further construction of the proposed Paoli Intermodal Transportation Center, a new expansive transportation center envisioned to serve the growing needs of the traveling public and support the Paoli business district and future growth of the area.



TIMOTHY TIERNEY NAMED PRESIDENT AND CHIEF OPERATING OFFICER AT CONRAIL

PHILADELPHIA, Pa., March 8, 2017, Conrail Press Release - Conrail announced today that its board of directors has named Timothy Tierney president and chief operating officer, effective April 1. Tierney

succeeds Ronald Batory, who is retiring after nearly 46 years in the railroad industry.

A 39-year veteran of Conrail, Tierney most recently served as vice president and chief engineer, managing all of the company's engineering functions. Tierney assumed responsibility for locomotive assets, mechanical policy,

and planning in 2002.



TIM TIERNEY (LEFT) AND RON BATORY

Prior to this role, Tierney worked in various positions of increasing responsibility within the engineering department, including division engineer of the Buffalo, Albany, and Philadelphia divisions. Between 1996 and 1999, he worked assignments at Philadelphia headquarters, culminating as chief engineer – system during the planning, transition, and implementation of the Conrail

acquisition by CSX and Norfolk Southern.

Following that transaction, Tierney played a critical role managing capital expenditures and overseeing the design, development, and project management of infrastructure projects.

“Tim Tierney has served Conrail with distinction and proven himself to be a successful, trusted leader with an exceptional commitment to hard work and safety,” Batory said. “Tim brings a wealth of knowledge and experience in the rail industry and will continue to accelerate Conrail’s commitment to providing safe, efficient service.”

Batory joined Conrail in 1998 as vice president - operations, and was appointed president and chief operating officer in 2004. Jim Squires, Norfolk Southern chairman, president and CEO, said, “Norfolk Southern greatly appreciates Ron’s leadership over the past 19 years and his more than four decades as a dedicated railroader. We wish him the best in a well-deserved retirement.”

CSX Executive Vice President and Chief Operating Officer Cindy Sanborn served on the Conrail board of directors and worked closely with Batory for several years. “All of us at CSX have great respect for Ron’s railroad experience and his continuous focus on teamwork,” Sanborn said. “We wish him a happy retirement.”

Prior to Conrail, Batory served as president of The Belt Railway Company of Chicago. He spent more than 20 years working for both eastern and western Class I railroads in addition to assisting a court-appointed trustee’s successful oversight of a regional railroad bankruptcy.



CP CELEBRATES FUTURE, RE-CONNECTS WITH ITS PAST BY BRINGING BACK ICONIC BEAVER LOGO

February 21, 2017, CP News Release, Calgary, AB - Canadian Pacific is bringing back its iconic beaver logo as it looks to the future, while re-connecting with its past.

“I am excited to say that ‘the beaver is back,’” said Keith Creel, CP President and Chief Executive Officer. “Thanks

to a lot of hard work in the last few years, we have taken our rightful place as an industry leader and the time is right to re-connect with our past by bringing back this iconic symbol for Canada, and for CP.”

The logo combines two elements: the bold and modern red ‘CP’ logo mark that has been in use since 2012, and the striking gold heritage shield that features the beaver, Canada’s official symbol for sovereignty. The ‘CP’ logo mark, with its clean and crisp design will continue to be used as it symbolizes the strength of CP’s foundations, expresses confidence in moving forward and speaks to the simplicity and elegance of the railway’s operating model.

The new logo renews Canadians’ and employees’ sense of pride in the company that connected a nation, and that connected a nation with the rest of the world. The beaver and the maple leaf are Canada’s national symbols, and justifiably, represent CP’s leading position in Canada’s past, present and future.

With 2017 marking the year Canada turns 150, there is no better time to bring the beaver back.



AT LEAST 4 KILLED AS TRAIN HITS CHARTER BUS IN BILOXI

Mar. 7, 2017, The New York Times (Edited) A freight train slammed into a charter bus full of people on their way to a casino on Tuesday afternoon in Biloxi, Miss., killing at least four onboard and injuring many more, the authorities said.



The bus, which was near its destination in Biloxi on a trip from Austin, Tex., appeared to have gotten stuck on the tracks at a railroad crossing, the Biloxi Police Department said. About 50 people, including many members of a senior center in Texas, were on the bus when the crash occurred, around 2:10 p.m., and almost every passenger

appeared to have some injuries, said the police chief, John Miller.

“It’s a terrible tragedy,” Chief Miller said at a news conference, adding that the accident was the worst of its kind that he could recall in Biloxi. “It is a terrible, chaotic scene right now, but we have it under control.”

Passengers on the bus, which was operated by the Texas-based company Echo Transportation, said they were traveling from Austin, Chief Miller said. One passenger, Jim DeLaCruz, said the bus got stuck trying to cross the tracks, and the driver yelled for everyone to exit as the train barreled toward them.

“We were trying to get off ourselves,” Mr. DeLaCruz said in a video interview with *The Sun Herald* in Biloxi. He escaped uninjured, but his wife appeared to have a leg injury and walked away from the accident with a firefighter tending her. “The train just kept coming and kept coming,” he said.

Many of the passengers were from the Bastrop Senior Center, about 30 miles southeast of Austin. They had departed on Sunday morning for a six-day trip along the Gulf Coast, said Barbara Adkins, the center’s president. On Tuesday afternoon, the group was heading to a casino in Biloxi before stopping in New Orleans.

Ms. Adkins said it appeared that some of the passengers were relatives traveling with members of the senior center, which hosts music, entertainment and art events for its members during the week.

John Ferrari, the chief executive of the TBL Group, which operates Echo Transportation, said he was still gathering information about the crash.

Echo, which has a fleet of 113 vehicles, mostly buses and vans, says on its website that it provides travel for schools, tour groups and corporations. Its vehicles have been involved in six crashes in the past two years, but only one resulted in injuries, federal records show.

The freight train, which was operated by CSX, was en route to Mobile, Ala., from New Orleans and had three locomotives and 52 cars, the company said. No one on the train was injured. “Our thoughts are with all involved,” the company said in a statement.

The CSX rail line originates in New Orleans and runs along the Gulf of Mexico into Mississippi before turning north in Alabama toward Mobile.

In Biloxi, the railroad cuts through the southern part of the city, near homes, an industrial area and several casinos. The speed limit for trains there is 45 miles per hour.

From ABC News: During a news conference Wednesday, NTSB member Robert Sumwalt said the two-man crew aboard a CSX freight train traveling

eastbound placed the train into an emergency stop when it was 510 feet away from the bus. At that time, the train was traveling 26 mph.

Sumwalt said the train, with 52 cars of mixed freight and three locomotives on the front end, was traveling at 19 mph at the time of the collision. The bus was pushed about 200 feet. Sumwalt said four people traveling on the bus at the time were killed.

The crossing at Main Street, which has two gate arms with flashing lights, has been the site of several crashes in recent years, according to federal records. In 2014, a train barreled into a tractor-trailer that had gotten stuck on the tracks, injuring a person on the train. Two months ago, the driver of a Pepsi delivery truck jumped out of the cab when his truck was stuck in the way of a train.

A spokesman for CSX said the company would know more about the accident, including the speed of the train at the time of the crash, after its event recorder was reviewed.

CSX CEO WARD RETIRING, 1,000 JOBS TO BE ELIMINATED

Tuesday, Feb. 21, 2017, Railway Age - CSX Corp. announced today that Chairman and Chief Executive Michael Ward and President Clarence Gooden will retire, effective May 31.

At the same time, the railroad said it was eliminating 1,000 management jobs in the coming weeks, at its headquarters in Jacksonville and throughout its network.

"CSX [Tuesday] morning announced to its employees the reduction of 1,000 management employees through an involuntary separation program, which will be completed by mid to late March," the company said in an email to Railway Age. "Enhanced separation benefits are being extended to those impacted employees. A majority of those impacted employees are in Jacksonville across multiple locations and subsidiaries but affected employees also are in our field organization. Upon further study and evaluation, we will know both the Jacksonville and field management employee impact."

Currently, CSX has approximately 36,000 employees.

Fredrik Eliasson, a 22-year veteran of the company and current Chief Sales and Marketing Officer, has been appointed as President effective Feb. 15.

The Jacksonville, Fla.-based railroad in a statement described the changes as an "orderly transition" of senior leadership that the board has been considering for more than a year," adding it is continuing discussions with Hunter Harrison and activist investor Mantle Ridge regarding Harrison becoming CEO at CSX.

Eliasson, 46, will maintain his current responsibilities in his new position. He has served as Executive Vice President and Chief Sales and Marketing Officer since September 2015, and prior to that was Chief Financial Officer from 2012-15. He joined CSX in 1995.

CSX's claim that Ward's and Gooden's retirement and the layoff of 1,000 management staff are unrelated to the company's dealings with Mantle Ridge and Hunter Harrison is being met with strong skepticism among some industry observers.

"The news of the firings came out on the same day the two top executives of Jacksonville's largest Fortune 500 company officially announced their plans to retire this spring," noted one. "It also came as the railroad is in discussions with a hedge fund that wants to install the executive who led Canadian Pacific's turnaround. This isn't much of a 'good job, thanks for your support, farewell' message to the general management staff from its two senior executives who are 'retiring,' as 1,000 of the management team will be removed before the 'farewell retirement party.'

"I'm not sure I can recall this kind of a management slaughter under such conditions of high railroad profitability. In terrible financial times, sure. But CSX is not Penn Central or the Rock Island. CSX claims that Eliasson's appointment isn't meant to pre-empt discussions with Paul Hilal's Mantle Ridge hedge fund about Hunter Harrison becoming CSX's next CEO. But the

hedge fund is not an operating company, so this cannot be part of an advance merger/general and administrative budget strategy by the current board. It has to be a bold attempt to say, 'We can slash G&A costs as well as a hedge fund group can.'

"While a senior female Executive Vice President might have been considered for the head spot, apparently the existing CSX board—which might soon be replaced—decided to place a marketing person in charge of the ship of state. So far, there is no announcement as to how the existing CSX Board and its president-elect will change the 2016-2020 strategic market traffic growth plans, intermodal expansion plans, or the bigger/longer trains and two-part network operating plans. This is now an 'in-limbo' strategic plan. That information hasn't been publicly addressed by either the Board's current action or by the hedge fund group. It remains a void to shippers, regulators, investors, and joint parties engaged in PPP projects like the most recent Crete, Ill., project.

"Somewhat at risk (or not) are capital projects from Atlanta/Florida to Chicago/Detroit, and along the I-95 corridor between Florida and Baltimore/Philadelphia. The scale of such engineering might well be in the range of more than \$6 billion in estimated calculated capital projects on the CSX drawing boards, with various stages of unpublished commitments that the involved multi-state parties and customers don't know.

"This uncertainty might continue until late in 2017, when CSX capital budgets are internally decided by whatever Board will by then be in charge."

CSX NAMES E. HUNTER HARRISON AS CHIEF EXECUTIVE OFFICER

JACKSONVILLE, Fla., Mar. 06, 2017, CSX Corp. (Edited) - CSX Corporation today announced the Company has named E. Hunter Harrison, a proven railroad executive with a well-regarded track record of producing market-leading operating results, as chief executive officer, effective immediately. Mr. Harrison replaces Michael Ward, who announced his decision to retire as Chairman and CEO on February 21, 2017 and will become a consultant to CSX, effective immediately.

The Company also announced that it has reached an agreement with Mantle Ridge LP, an investment firm formed by Paul Hilal, to reconstitute the Company's Board of Directors. Under the terms of the agreement, CSX has appointed five new directors to its Board of Directors, mutually agreed upon by CSX and Mantle Ridge and effective immediately - Mr. Harrison, Mr. Hilal, Dennis Reilley, Linda Riefler and John Zillmer. In addition, three incumbent CSX directors intend to complete their service for the Board at or before the conclusion of the 2017 annual meeting. As a result, the size of the Board will be 13 members. CSX's current Presiding Director, Edward J. Kelly, III, will become Chairman of the Board and Mr. Hilal will become Vice Chairman.

As part of his compensation, Mr. Harrison will receive an award of incentive options to purchase nine million shares of CSX stock at its current trading price, eight million of which will be granted as an inducement award under the Nasdaq listing rules. The options will vest over four years with half of the options vesting based on service and half vesting based on the achievement of designated performance goals over the four year period.

While CSX, Mr. Harrison and Mantle Ridge have agreed on the aforementioned conditions, the CSX Board continues to believe that it is appropriate to seek shareholder input with respect to certain proposals:

- The requested payment of the \$84 million of the amount of compensation and benefits forfeited by Mr. Harrison as a result of his separation from Canadian Pacific Railway Limited. To facilitate Mr. Harrison's separation from CP on terms that would permit him to work at CSX, Mantle Ridge agreed to protect Mr. Harrison on an interim basis with respect to this \$84 million.
- The requested assumption of a related tax indemnity.

Mr. Harrison has informed CSX that his acceptance of the CEO position was subject to CSX ultimately providing this replacement protection initially

offered by Mantle Ridge upon his departure from CP. Mr. Harrison has indicated that he will resign after the 2017 annual meeting if the reimbursement and tax indemnity are not provided by CSX, and return to Mantle Ridge to protect his reimbursements.

CSX will submit these matters to CSX shareholders for an advisory vote at the 2017 Annual Meeting of Shareholders. The proxy statement relating to the Annual Meeting will contain further details. Because these matters will now be considered at the Annual Meeting, the previously convened Special Meeting of Shareholders will not be held. The CSX Board does not intend to make a recommendation to shareholders on the matters being put forward for a vote, but does intend to act promptly following the meeting based on the outcome of the vote.

CHESSE SYSTEM PAINTED B30-7 EMERGES FROM CSX SHOPS IN WEST VIRGINIA

HUNTINGTON, W.Va., Mar. 20, 2017 — A locomotive repainted into Chessie System colors has emerged from CSX Transportation's Huntington locomotive shops. The B30-7, C&O No. 8272, formerly CSX No. 5554, was spotted outside of the facility's main shop area on Saturday afternoon where it was coupled to CSX blue-and-gold locomotives.



FRESHLY PAINTED C&O GE B30-7 No. 8272 SITS OUTSIDE OF CSX'S PAINT BOOTH IN HUNTINGTON, W.VA., ON SATURDAY, MARCH 18 - CHASE GUNNOE

Trains News Wire first reported about the locomotive on March 10 when photos appeared on a Facebook page dedicated to workers and former employees of the railroad's Huntington shops. The original poster later removed the photos.

Text with the post indicated that the Chessie locomotive was headed to the Lake Shore Railway Museum in North East, Pa., near Erie. The museum hosts a growing collection of preserved

GE-made locomotives. A museum representative declined to comment.

It is the first time a Chessie System locomotive has been painted at the Huntington shops in more than 30 years. The shop, located on the railroad's ex-Chesapeake & Ohio mainline, was once predominantly responsible for painting C&O and Chessie System locomotives.

C&O No. 8272 was built in January 1980 and was later renumbered to CSX No. 5554. It was retired more than six years ago and placed in deadline storage at CSX's Cumberland, Md., locomotive shops. It was transported to Huntington in 2016 for cosmetic overhaul.



NORFOLK SOUTHERN SAFETY TRAIN BEGINS 23-CITY TOUR TO EDUCATE FIRST RESPONDERS

NORFOLK, Va., Mar. 20, 2017, NS Press Release — Norfolk Southern's safety train will stop in 23 cities during 2017 as part of its Operation Awareness & Response (OAR) program, which provides first responders with free training on how to respond to a railroad incident.

The safety train kicks off March 21 in Hagerstown, Md., with three days of training at Norfolk Southern's rail terminal. Additional stops include communities in Pennsylvania, Delaware, New Jersey, New York, Ohio, Indiana, Kentucky, North Carolina, Virginia, Alabama, Louisiana, Georgia, and South Carolina. The full schedule is available at the OAR program website, JoinNSOAR.com.

The OAR safety train is composed of a 2,000-horsepower; 273-ton locomotive painted in honor of emergency responders; two boxcars

converted into 30-seat classrooms; four styles of tank cars: DOT-105, DOT-111, DOT-112, and DOT-117; and two 89-foot flatcars used to transport intermodal containers.

Each four-hour training session includes classroom instruction and hands-on training inside a locomotive and on rail cars. The sessions are recommended for representatives of fire and law enforcement departments, emergency medical services and hazmat response teams, military and homeland security personnel, and railroad customers and suppliers.

"We're committed to moving all materials on our railroad safely," said John Irwin, Norfolk Southern assistant vice president safety and environmental.

NS is a 16-time national TRANSCAER Achievement Award winner. The award recognizes exceptional achievement in voluntary efforts by companies to help communities prepare for and safely respond to incidents involving transport of hazardous materials.

During 2016 Norfolk Southern provided training for about 5,600 emergency responders, government officials, and others in 18 states. The training included 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. Norfolk Southern also was instrumental in developing the AskRail™ mobile app, which provides real time rail information to first responders.

OHIO RESIDENTS SAY BELLEVUE YARD IS TOO NOISY

BELLEVUE, Ohio, Mar. 21, 2017, **Trains** News Wire - Residents in a northern Ohio community are filing a federal lawsuit against Norfolk Southern because they allege its Moorman hump yard in Bellevue is too noisy.

The Murray & Murray law firm recently filed a class-action federal lawsuit against the Class I railroad for what they refer to as "one of the most macabre forms of environmental contamination, in the form of noise pollution," the Sandusky Herald reports.

The pending lawsuit aims to quiet down noise originating from hump yard retarders, which the railroad installed in 2015 as part of a \$160 million investment in the rail yard and its freight car capacity. The suit alleges that the railroad did not do anything to address the constant screeching originating from the retarders.

According to the Federal Railroad Administration, retarder noise is limited to 83 decibels, however the suit alleges that screeching from the retarders exceeds 100 decibels.

Two local residents are seeking unspecified compensation due to allegations of constant noise and a diminished value of their residential properties because of their proximity to the rail facility.

Norfolk Southern representative David Pidgeon did not respond to an email request from the Herald.

Moorman yard, formerly known as Bellevue yard, is the largest hump terminal on NS' system and was previously a major freight car hub for the Nickel Plate, Pennsylvania and Norfolk & Western railroads.



TRAINS SET TO RETURN TO FROSTBURG MAY 6

FROSTBURG, Md., Mar. 9, 2017, **Trains** News Wire — Thanks to a new retaining wall, the first train to Frostburg will arrive on May 6, says John Garner, Western Maryland Scenic Railroad's general

manager.

It has been nine months since passengers rode the railroad to Frostburg. Two landslides damaged the railroad right-of-way in 2016, which curtailed service several miles short of Frostburg.

Crews with Allegany County (Md.) completed some \$1.5 million in repairs to stabilize a weakened rock shelf at Woodcock Hollow, about 10 miles from Cumberland, Md., earlier this week. The county owns the section of the former Western Maryland Railroad. The railroad and an adjacent bike trail

will now traverse a 350-foot-long, 28-foot-tall retaining wall.



A NEW RETAINING WALL AT WOODCOCK HOLLOW ALONG THE WESTERN MARYLAND SCENIC RAILROAD. THE RAILROAD'S TRACKS ARE ABOVE THE WALL - WESTERN MARYLAND SCENIC RAILROAD

Garner says that over the next nine weeks, railroad crews will inspect the track that has been out of service, clear brush, and make additional repairs as needed.

The former Chesapeake & Ohio No. 1309, is a 2-6-6-2 a compoundallet steam locomotive that the Western Maryland Scenic acquired from the Baltimore & Ohio Railroad Museum in 2014. It is

scheduled for its first revenue run on July 1.

Ridership on the Western Maryland Scenic was down about 10,000 people in 2016, Garner says. He says the shortened train rides were a major reason. In addition to the Woodcock Hollow site, land slipped at another site in February 2016, where the track had been laid over mining waste. That site was repaired, then the Woodcock Hollow slide was discovered in July.

Garner says that the lack of steam power was another factor in the ridership decline. Western Maryland Scenic 2-8-0 No. 734 was taken out of service in April 2016 for its 1,472-day inspection. Trains have been diesel-hauled ever since.



SEPTA MARKET-FRANKFORD LINE TRAIN CRASHES IN UPPER DARBY; OPERATOR CRITICALLY INJURED

UPPER DARBY, Pa., Feb. 21, 2017, (WPVI-6ABC News, Phila.) Officials tell Action News some delays are possible on SEPTA's Market-Frankford line Wednesday morning following a chain-reaction train crash that left four people injured.

An operator remains in critical condition after Tuesday's derailment at the 69th Street Terminal in Upper Darby.

SEPTA crews are still working to remove the 18 cars involved. Each car weighs about 37 tons.



SEPTA tried to reassure weary commuters that the trains are safe to ride despite repeated inconveniences and scares.

"We will not allow a train to get on the line if it is not safe," Scott Sauer of SEPTA said.



SEPTA officials say a moving train, El Car 57, collided with the rear of a stopped train, which had been waiting to approach the terminal, around 8:10 a.m.

After the two trains collided, the lead car of the moving train derailed

and sideswiped a third train that was on the outer loop.

It's unclear why the first train didn't stop. It was the operator of that train who was the most seriously hurt.

"The trains move under signal authority and the train signal system will keep trains separated. There is a manual override done from our control center if the need arises, but the control system should still keep trains

apart," Sauer said.

The cause of the crash is under investigation. Each train had six cars, and a total of seven cars derailed.

This collision comes weeks after cracks were discovered in the metal of dozens of train cars, also on the Market-Frankford Line, forcing SEPTA to pull them. But SEPTA officials say the Upper Darby crash is unrelated.

The cars involved in Tuesday's crash have been around since 1996, and SEPTA says they were recently inspected.

"They go through a vigorous inspection. They've all been inspected due to the recent issue, but they also go through a ten day safety inspection and daily inspection," Sauer said.

Officials are looking into how fast the first train was moving at the time of the crash. The speed limit on the loop is 10 mph.

The Market-Frankford Line is a big people mover for SEPTA. On any given day, there are more than 180,000 rides, according to the latest numbers.

Progress Rail [PROGRESS RAIL ROLLS OUT T4 REPOWER SWITCHER](#)

A Caterpillar Company

ALBERTVILLE, Ala., Feb. 24, 2017, Railway Age

and Progress Rail - Progress Rail announced it has successfully completed initial emissions testing of a new switching locomotive, the EMD24B, and has begun the process of certifying the locomotive for EPA Tier 4 emissions standards. Rated at 2,000 horsepower, the EMD24B comes equipped with a Caterpillar 3512C HD engine and after-treatment technologies to lower emissions. The four-axle unit was constructed with a remanufactured underframe and cab from an existing General Motors Electro-Motive Division GP-40. This pre-1973 locomotive core, which was originally developed based on "unregulated" emissions standards, has been remanufactured to meet the latest emissions standards, aligning with Caterpillar and Progress Rail's sustainability values..



PROGRESS RAIL EMD24B - PROGRESS RAIL PHOTO

The design and manufacture of the EMD24B involved various teams within the Albertville, Ala. company, which is a unit of Caterpillar, including Progress Rail's repower engineering team, employees from the company's Patterson, Ga. facility, and its Brazilian subsidiary, Zeit, which provided the locomotive's

control system.

The locomotive will be operated by Pacific Harbor Line in the ports of Los Angeles and Long Beach.

SIEMENS [SIEMENS TURNS OUT FIRST WSDOT CHARGER](#)

SACRAMENTO, Cal., Mar. 9, 2017, Railway Age - Siemens has rolled out the first production SC-44 Charger locomotive from its Sacramento facility, part of an eight-unit order for the Washington State Department of Transportation.



SIEMENS SC-44 CHARGER LOCOMOTIVE - SIEMENS PHOTO

The order will power Cascades service linking Eugene, Ore. and Vancouver, Canada.

The Cascades service is being operated by Amtrak and jointly supported by WSDOT and the Oregon Department of Transportation.

Top speed of the Siemens SC-44 is 124 mph from 4,400

hp generated by a Cummins QSK-95 prime-mover built to Tier 4 emissions standards.

Firm orders and options total 66 units by the states of California, Illinois, Maryland, Michigan, Missouri and Washington. Brightline of Florida has ordered Charger-powered integrated trainsets from Siemens.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN APRIL

Apr. 1, 1903 - West Chester Railroad, Western Pennsylvania Railroad, Downingtown & Lancaster Railroad, River Front Railroad, Turtle Creek Valley Railroad, and South Fork Railroad all merged into PRR under agreement of Jan. 14, 1903.

Apr. 1908 - PRR completes track improvements at Broad Street Station and west to Schuylkill River; station tracks lengthened, shortest from 350 feet to 750 feet and longest to 1,000 feet; umbrella sheds built beyond train shed; interlocking rearranged with upper quadrant semaphores.

Apr. 9, 1913 - PRR Board authorizes new freight station and delivery tracks at Harrisburg.

Apr. 15, 1918 - Cornwall & Lebanon Railroad merged into PRR under agreement dated July 5, 1917.

Apr. 25, 1924 - Special Committee on Philadelphia Passenger Terminal Improvements reports to Board; recommends an underground suburban station at 16th Street and a new street, Pennsylvania Boulevard, leading to main station at 30th Street; notes PRR cars cannot run over Market Street Subway because of gauge difference and subway cannot handle combined rush hour traffic in own cars.

Apr. 11, 1928 - Automatic Train Control placed in service between Paoli and Harrisburg and Glen Loch to "AK" on Trenton Cutoff.

Apr. 3, 1933 - PRR begins installing the Brinnell ties on a 440-foot section of track near Claymont, Del., to test the lateral stresses exerted by the new Class P5a electric locomotives at high speed, to include comparative tests of other locomotive types; the PRR Test Dept. uses the same mechanical testing devices that it used for its original electric locomotive tests in 1906-1907; in contracts, Westinghouse and General Electric use modern on-board sensors, Westinghouse measuring lateral forces at the rail and GE at the wheel hub.

Apr. 30, 1939 - New York World's Fair opens with theme of "The World of Tomorrow"; the railroad exhibits are arranged by the World's Fair Committee of the Eastern Railroad Presidents' Conference (including PRR VP George LeBoutillier) and occupy the northwest corner of the fairgrounds; Class S1 No. 6100 is displayed lettered for "American Railroads" running in place under steam on rollers.

Apr. 28, 1943 - PRR board authorizes purchase of 6 secondhand 2-8-8-2's from Norfolk & Western for \$250,200.

Apr. 30, 1948 - Last run of passenger train between Wawa and Oxford, Pa., by Brill railcar No. 4641 as train No. 793, ending passenger service on Octoraro Branch; leaves one local freight Wawa-Oxford and one trip per week between Nottingham and Perryville.

Apr. 1953 - Baldwin builds the last four PRSL AS-16 1600 HP road switchers, Nos. 6013-6016, all in the "Green Hornet" scheme of green body and white lettering.

Apr. 26, 1958 - Last run of B&O "Royal Blue Line" passenger service between New York and Washington (6 round trips), including the namesake *Royal Blue* of 1937; B&O discontinues all passenger service north of Mount Royal Station, Baltimore; PRR picks up \$2 million annual revenue from former B&O Northeast Corridor passengers.

Apr. 26, 1963 - The *General* becomes an all-coach train except for one sleeper for New York World's Fair traffic.

Apr. 27, 1968 - Last run of PRR master room-observation lounge cars *Mountain View* and *Tower View* on Seaboard Coast Line *Florida Special*; *Mountain View* is sold to Ross Rowland's High Iron Company for excursion service later in the year.

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

TIMETABLE 04-17

The Timetable Section has been pre-empted by the Chapter's Trip Flyer for the West Virginia-Western Maryland - Rail Adventure 2017.



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, April 8, 2017 - Rails & Ales - See www.railsandales.org

Sunday - Sunday, July 2-9, 2017 - Reading Railroad Days

Monday - Friday, July 10-14, 2017 - Barons & Builders Day Camp (9 & 10)

Monday - Friday, July 24-28, 2017 - Barons & Builders Day Camp (11 & 12)



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

Saturday, July 22, 2017 - Great Train Robbery

STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666



MARCH, 2017

CHAPTER MEETING MINUTES

The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, March 19, 2017. The meeting was called to order at 2:15 p.m. by President Tom Shenk with 39 members and 3 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

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

CHAPLAIN: Chaplain David Stambaugh thanked everyone for their cards, flowers, prayers and thoughts through the difficult time of both his mother and father's passing. David and Lois just got back from a trip to Cuba. Toady Kennel reported Wendell Seybolt (chapter member from Florida) is over his leukemia, and now has contracted shingles.

MEMBERSHIP: President Tom Shenk introduced guest Rob Biamonte from Coatesville. Rob was a member of the Long Island Sunrise Chapter. Tom Shenk introduced guest Richard Pethel, a friend of Tom Gears. Glenn Kendig introduced Greg and Shirley Pituch from Christiana. Smoke Shaak reported 103 regular memberships, 50 family memberships, and 3 student memberships. There were also \$180.00 in donations given to the chapter.

Smoke reported as of March 17, there are 97 regular memberships with National.

NATIONAL NEWS: Smoke Shaak will be attending the Director's Meeting in Claymont, Delaware from Thursday, March 30 to Saturday, April 1. The Convention will be held in Nashville, Tennessee from Tuesday, June 20 to Saturday, June 24. Reservations must be made before Sunday May 21. You must be a member of National to get your hotel rate of \$129.00. Helen Shaak announced there was a major mistake made by National NRHS Amilia Administrator Hugh Harris. When he was preparing the mailing list he used a sort and select system that he thought would exclude everyone who had already renewed. Unfortunately, he was wrong. The selection system included almost everyone who had renewed online through Amilia. Hugh apologizes to everyone for this mistake. If you have any questions on whether or not you are renewed, please contact Hugh at: hughrharris@aol.com.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of February. Richard announced he received a refund check for \$631.00 from the Chapter's new deductible from the insurance company.

J TOWER: Tom Shenk reported that J Tower at the Strasburg Rail Road is being repaired by a contractor. Wood repairs and painting need to be done. The Strasburg Rail Road employees will be doing the painting of the tower. The chapter still has tickets available for \$7.00 each to ride the Strasburg Rail Road. If interested in tickets, contact Tom or Glenn.

TRIPS: Tom Shenk announced a weekend trip for Friday, September 15 to Sunday, September 17, 2017. This will be an early departure from the Lancaster Airport. The highlights of the trip are the Greenbrier Resort, tour the Cold War Bunker (first year they are allowing you to tour the bunker without being a hotel guest), ride the Durbin and Greenbrier Valley Railroad-Elkins to Cass Connector, ride the Western Maryland Railroad (pulled by steam). This includes a 2-night stay at Holiday Inn Express, 2 breakfasts, 2 lunches and a special Saturday night dinner. Tom announced there will be only one bus going. Tom Shenk announced there will be a planning meeting on Monday, March 27, 2017 at the Travel Time Office in Lancaster at 7:30 p.m. to discuss the possible chapter trip to the "Canadian Rockies."

ANNOUNCEMENTS: Tom announced Steve Himpel would like to hold some garage sales to try and sell unwanted chapter items. Steve was not at today's meeting to elaborate. Glenn Kendig announced the chapter will have to plan a spring clean-up day. We need to pick a date and there are lots of items at the Station that need to be attended to. Smoke Shaak reported that National needs donations to keep funding the "Heritage Grant." Glenn Kendig announced the old "Dorsey Station" might find its way to the Strasburg Railroad.

Richard Rutledge announced a rare mileage rail excursion, the "Iron Ore Special." This excursion is sponsored by the Friends of the Railroad Museum of Pennsylvania, the Pennsylvania Technical and Historical Society, and the Reading Company Technical and Historical Society. The trip is on May 18 2017.

ADJOURNMENT: The chapter meeting was adjourned at 2:40 p.m. for the program given by Tom Gears on Railroads in Colombia, South America.

Respectfully submitted by Donetta M. Eberly Secretary



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

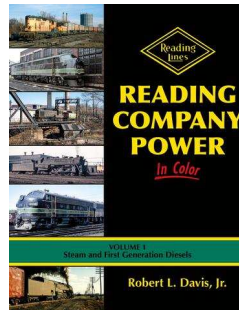
**STC RECEIVES PATENT FOR RAILWAY
WORKER NOTIFICATION SYSTEM**

MCLEANSBORO, Ill., March 3, 2017, *Trains* News Wire - STC Inc. has been issued a U.S. patent for its EMTRAC Rail Worker Notification system that notifies railway

maintenance workers of approaching trains, as well as notifying train operators when their train is approaching wayside workers.

The EMTRAC notification system is comprised of two main components, the onboard Vehicle Computer Units and the Personal Notification Units carried by rail workers. Optional detection units may also be installed in wayside cabinets along the railway to extend communications or to enable real-time monitoring of vehicle and worker activity. The EMTRAC system also includes setup software so administrative personnel can configure the system according to specific agency requirements.

Worker alerts are delivered by a pulsed audio alarm, ultra-bright LED lights, and vibration. Rail agencies can configure these alerts based on the urgency of various situations. For example, wayside workers who are not directly adjacent to the track may receive lower-level alerts delivered only by LED display. Specific areas may also be designated silent zones where the system will not trigger alerts. This functionality is an important aspect of an effective notification system according to STC President Brad Cross.



**MORNING SUN RELEASES NEW READING
POWER IN COLOR BOOK**

Reading Power in Color, Volume I by Robert L. Davis, Jr. opens with a sampling of Reading steam power from the 1940s to the end of regular service steam operation, including a brief look at the T1 4-8-4's in excursion service, then continues with a detailed examination of the railroad's interesting roster of first generation diesels from all four major builders. Hardcover. Item #1614. Available May 1, 2017. MSRP \$59.95 + postage Morning Sun Books

Inc., 9 Pheasant Lane, Scotch Plains, NJ 07076. www.morningsunbooks.com. To order by phone, call 908-806-6216.

Also available at \$59.95, or to be released, are B&O Power in Color, Norfolk Southern in Color, Volume 1: 1982-1999, CSX Power In Color Volume 1: Four Axle EMD's Inherited from Predecessor Companies, Conrail Northern Region in Color and Philadelphia Electrified Rail Lines in Color.

THIS MONTH'S BANNER PHOTO

Celebrating Conrail's 41st anniversary this month, we have Conrail GP30 No. 2171 at Altoona, Pa. on June 4, 1988.



OPERATION LIFESAVER REMINDS YOU...

BE ESPECIALLY ALERT AT NIGHT. At night, *judging speed and distance* is particularly difficult. Be very cautious.



FROM THE PENNSY EMPLOYEE MAGAZINE, APRIL 1953

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

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

Chapter Member Glenn Kendig will present a program highlighting chapter member Warren Habecker's historical slides. Audience participation is requested to assist in identifying the multitude of locations featured.

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.

JUNE 19, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

JULY 16, 2017 - SUNDAY, 2:30 PM - WEST CHESTER RAILROAD - CHAPTER "AWAY" MEMBERSHIP 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

86 YEARS AGO THIS MONTH



PHILADELPHIA 30TH STREET STATION CONSTRUCTION PROJECT WITH ATLANTIC CITY BILLBOARD ON THE UPPER LEVEL SUBURBAN WALL, APRIL 28, 1931 - CITY OF PHILADELPHIA, DEPARTMENT OF RECORDS

EASTER POSTCARD FROM 1907



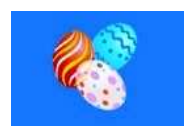
Happy Easter from the Lancaster Chapter, Inc., N.R.H.S.



SUNDAY



APRIL 16



LANCASTER CHAPTER NRHS PRESENTS
WEST VIRGINIA – WESTERN MARYLAND - RAIL ADVENTURE 2017

SEPTEMBER 15 – 17, 2017

This Rail Adventure offers very unique opportunities – Greenbrier Bunker Tour

Durbin Greenbrier Rail Elkins to Cass Connector - Western Maryland Scenic Railroad Steam C&O 1309

Greenbrier Resort – Lunch at Sam Snead's Golf Club Restaurant and Tour the Cold War Bunker, an emergency Cold War fallout shelter, once a top secret U.S. government relocation facility for Congress.

Durbin & Greenbrier Valley Railroad - Elkins to Cass Connector – Rail Elkins to Old Spruce on Cheat Mountain Salamander, a Vintage Passenger Train. In Old Spruce, switch Trains to Shay Steam. Ride to Bald Knob and Return to Cass Station.

Western Maryland Scenic Railroad –Pulled by Steam - C&O 1309



West Virginia-Western Maryland Rail Adventure Includes:

Motorcoach Transportation from Lancaster – Parking Lancaster Airport

2 Nights – Holiday Inn Express, Elkins West Virginia

2 Breakfast – Holiday Inn Express "Start Hot Breakfast"

Friday Lunch at Greenbrier Resort's Golf Club Restaurant

Greenbrier Resort, Cold War Bunker Tour

Be one of the first to ride Durbin-Greenbrier Railroad - Elkins to Old Spruce

Cass Scenic Railroad Shay Steam Old Spruce-Bald Knob-Cass Station

Saturday Lunch on-board by Durbin-Greenbrier Railroad

Special Saturday Night Dinner - Elkins area

Western Maryland Scenic scheduled to be pulled by Steam C&O 1309

NRHS member Price \$565.00 per Person Double

Single Price \$695.00

Reservations open only to Lancaster Chapter members through April 30. After May 1, Tour will be open for general reservations. A fee of \$22.00 per couple will be charged if you are not a member of the Lancaster Chapter NRHS. Lancaster Chapter NRHS is not responsible for equipment changes by railroads, route changes or other changes out of our control. – Trip payments are non-refundable - Deposit of \$200.per person due at time of booking – Final Payment due July 14, 2017 – Cancellation: You may transfer your booking or the Lancaster Chapter will try to find a replacement.- Refund made only if a replacement is found.

Return Reservation form with a \$200.00 Deposit Per Person payable to: Lancaster Chapter NRHS

Mail to: Tom Shenk, 11 Marquis Court, Lititz, PA 17543 – Cell 717-314-4448

Names _____

Rooming with or mark Single _____

Email Address _____

Phone Number _____

Greenbrier Lunch Selection - Select One Per Person

_____ Greenbrier Chicken Salad _____ Slamming Sammy Cheese Burger _____ Snead's Tuna Melt

LANCASTER CHAPTER BOARD of DIRECTORS

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MEMBERSHIP MEETING NOTICE

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, APRIL 17, 2017, STARTING AT 7:30 P.M.

**LANCASTER CHAPTER, INC.
 NATIONAL RAILWAY
 HISTORICAL SOCIETY
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416
 PHONE: 610-593-4968
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**PLEASE DELIVER PROMPTLY
FIRST CLASS MAIL**

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