

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 48 NUMBER 5

DISTRICT 2 - CHAPTER WEBSITE: [WWW.NRHS1.ORG](http://WWW.NRHS1.ORG)

MAY 2017

## WHERE'S THE CATENARY?



Could this be the rumored experimental battery-powered Pennsylvania Railroad GG1 not requiring catenary wires to operate? Nope! On May 28, 1964, at Alexandria Junction, Maryland, Pennsylvania Railroad GG1 electric No. 4906 brings up the rear of Washington–New York Train No. 126, which diesels are towing backward over the Baltimore & Ohio Railroad owing to a derailment on the PRR at Lanham, Maryland. The photo is deceiving and is not what it appears. Ara Mesrobian photo - Classic Trains collection.



## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### OIG REPORT EXAMINES AMTRAK MANAGEMENT CHALLENGES

WASHINGTON, Apr. 4, 2017, Progressive Railroading - The Amtrak Office of Inspector General (OIG) late last week released a report highlighting Amtrak's top performance issues.

The eight challenges reflect areas that Amtrak OIG has acknowledged in the past: governance, financial excellence, asset management, acquisition and procurement, safety and security, human resource issues, customer service and information technology.

The OIG report also notes progress the railroad has made in each area, such as Amtrak's efforts to replace aging Acela equipment on the Northeast Corridor (NEC).

"Continued management focus is needed to ensure sustained progress," OIG officials said in the report's introduction.

The report mentions three long-standing and systemic issues that have kept the railroad from making further progress:

- inconsistent use of the company's strategic goals to drive budget and operating decisions;
- a governance structure that does not hold managers accountable for achieving program results; and
- a workforce culture that is at odds with the company's goals and mission.

"Until these underlying factors are addressed, the company's efforts to remediate the top management and performance challenges will continue to face obstacles," the report stated.

Amtrak is undergoing organizational changes and attempting to improve oversight and management of core functions, the report noted.

"Whether these changes and initiatives achieve their intended results will depend on the company's leadership and top management sustaining its focus on them, providing the necessary resources for implementation and reinforcing that every employee is responsible for embracing and promoting the company's values of safety, service and financial excellence," the report added.

### TRUMP BUDGET ENDS FUNDING OF AMTRAK LONG-DISTANCE TRAINS, TIGER GRANTS

WASHINGTON, DC, Mar. 16, 2017, Progressive Railroading - President Donald Trump's proposed federal budget blueprint would cut the U.S. Department of Transportation's budget by \$2.4 billion, or 13 percent, to \$16.2 billion, according to the document.

Regarding rail, the budget calls for terminating federal support for Amtrak's long-distance service; eliminating the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program; and limiting funding for the Federal Transit Administration's Capital Investment Program (New Starts) to projects with existing full funding grant agreements only.

The budget request streamlines the department to focus on "vital federal safety oversight functions and investing in nationally and regionally significant transportation infrastructure projects," the document states.

"The budget reduces or eliminates programs that are either inefficient, duplicative of other federal efforts, or that involve activities that are better delivered by states, localities or the private sector," it says.

For Amtrak, the budget would restructure and reduce federal subsidies to

the national intercity passenger railroad to focus on services within regions. It eliminates federal support for long-distance Amtrak services, "which long have been inefficient and incur the vast majority of Amtrak's operating losses," according to the document.

"This would allow Amtrak to focus on better managing its state-supported and Northeast Corridor train services," it states.

Amtrak's 15 long-distance trains offer the only Amtrak service in 23 of the 46 states the railroad serves. Eliminating funding for long-distance routes could impact many of the 500 communities served by Amtrak, the railroad's President and Chief Executive Officer Wick Moorman said in a prepared statement.

"These trains connect our major regions, provide vital transportation to residents in rural communities and generate connecting passengers and revenue for our Northeast Corridor and state-supported services," said Moorman. "Amtrak is very focused on running efficiently — we covered 94 percent of our total network operating costs through ticket sales and other revenues in FY16 — but these services all require federal investment."

Moorman said Amtrak officials look forward to ensuring that Trump, U.S. Transportation Secretary Elaine Chao and Congress "understand the value of Amtrak's long-distance trains and what these proposed cuts would mean to this important part of the nation's transportation system."

### PUBLIC TRANSPORTATION SUPPORTERS BLAST TRUMP'S BUDGET

WASHINGTON, DC, Mar. 17, 2017, Progressive Railroading (Edited) - Transit and passenger-rail advocates yesterday expressed disappointment at President Donald Trump's fiscal-year 2018 budget proposal calling for elimination of federal funding for some Amtrak and transit-rail projects and services.

American Public Transportation Association (APTA) Acting President and Chief Executive Officer Richard White said he was "surprised and disappointed" that Trump's budget proposals follow his stated commitment to introduce a \$1 trillion plan to improve the nation's infrastructure.

The White House's recommendations to cut billions in dollars from existing transportation and public transit infrastructure programs would exacerbate the existing \$90 billion backlog in state-of-good repair needs of public transportation, according to APTA.

"The federal government currently covers only 43 percent of all capital spending for public transit and any cuts will only add to the significant shortfall that already exists," White said in a press release.

Among the budget proposals are eliminating federal funding for Amtrak's long-distance trains and the Transportation Investment Generating Economic Recovery (TIGER) grant program. The budget also calls for limiting the Federal Transit Administration's Capital Investment Grants (CIG) program (New Starts) to projects that have already secured fully funded grant agreements.

At-risk transit projects include more than 50 CIG projects in 23 states, according to APTA.

"APTA calls on the administration and Congress to reject these cuts and reaffirm its support for these programs as part of the FY18 budget process," White said. "In addition, APTA calls on Congress to include increased investments in public transportation as part of any new infrastructure initiative."

California state transit leaders also denounced the transportation funding cuts in Trump's proposed budget, which proposes \$16.2 billion for the U.S. Department of Transportation's discretionary programs — a 13 percent

decrease from fiscal-year 2017.

Meanwhile, the National Association of Rail Passengers (NARP) and New York Gov. Andrew Cuomo lamented the budget's impact on Amtrak and rural and local communities that rely on intercity passenger-rail service.

"It's ironic that President Trump's first budget proposal undermines the very communities whose economic hardship and sense of isolation from the rest of the country helped propel him into office," said NARP President Jim Mathews. "But, by proposing the elimination of Amtrak's long distance trains, the Trump Administration does them one worse, cutting a vital service that connects these small town economies to the rest of the U.S."

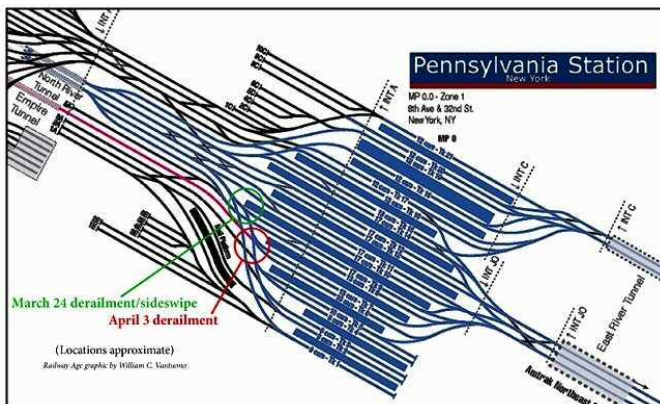
Mathews said the proposed budgets would threaten the following Amtrak long-distance daily-service routes: Silver Star, Silver Meteor, Empire Builder, Capitol Limited, California Zephyr, Southwest Chief, New Orleans, Texas Eagle, Coast Starlight, Lake Shore Limited, Palmetto, Crescent and Auto Train. Service offering three trains a week would be affected on the Cardinal and Sunset Limited routes. The Gulf Coast line, now in development, also would be affected, according to NARP.

In his statement on Trump's budget, Cuomo noted that the budget would cut federal funding of Amtrak's Gateway Program, which calls for rebuilding the deteriorating Hudson rail tunnels that allow trains to move between New York City and New Jersey.

"This proposal takes a wrecking ball to the federal agencies that provide crucial support and relief to New Yorkers," said Cuomo in a prepared statement.

### **NEW YORK PENN: TWO DERAILMENTS IN TWO WEEKS**

NEW YORK, Apr. 3, 2017, Railway Age - Two trains have derailed at low speed on the complex interlocking plant at Penn Station New York in the space of two weeks. On April 3, at 9:00 a.m., inbound NJ Transit Northeast Corridor train no. 3929 derailed as it was entering Track 9. On March 24, also at 9:00 a.m., outbound Amtrak Acela Express no. 2151 derailed as it was departing Track 6, sideswiping an inbound NJ Transit train.



Both derailments resulted in minor injuries and temporarily suspended Amtrak and NJT service between New York and Newark on the Northeast Corridor. Long Island Rail Road service was also disrupted.

The NJT train involved in the April 3 incident was a 10-car Bombardier Multi-Level consist powered by a Bombardier ALP-46 electric locomotive, which was hauling (pulling) the train. The fifth, sixth and seventh cars derailed; only the front cars of the train reached the platform. Approximately 1,200 people were on board. All were evacuated safely. The NJT train sideswiped by the Acela Express on March 24 was also equipped with Multi-Levels.

While both derailments are under investigation by officials from the railroads involved (PSNY's physical plant is owned and maintained by Amtrak; train dispatching is shared between Amtrak and LIRR), the Federal Railroad Administration and the National Transportation Safety Board, early speculation is pointing to track-related causes. The interlocking plant at

Penn Station New York, where two North (Hudson) River tunnel tracks fan out to connect with 21 platform tracks, is highly complex, containing numerous double-slip switches and other special trackwork.

The interlocking plant, though it has been modified over the years and its trackwork replaced numerous times, hasn't changed very much since the Pennsylvania Railroad originally designed and installed it in 1910. Although it is designed to AREMA specifications and standards, much of it, when it requires replacement, must be custom-fabricated, as it is unique to that interlocking plant.

Unlike its single-level coaches, which vary in design, components, age and car builder, and which are often mixed within a single consist, NJT operates its Multi-Levels in dedicated trainsets, powered mostly by either Bombardier ALP46 electric locomotives or ALP45-DP dual-power units. As such, in-train train dynamic forces (buff and draft, which can occur even with tightlock couplers) tend to be minimal, as the microprocessor-controlled braking equipment is identical among railcars and very closely matched to that of the locomotives, which typically employ blended (regenerative dynamic plus electro-pneumatic) brakes. Thousands of Multi-Level-equipped trains have operated through PSNY without incident since this equipment was first placed into service in 2006. It's therefore reasonable to deduce that the April 3 derailment is most likely not equipment-related.

### **STATEMENT FROM AMTRAK PRESIDENT AND CEO WICK MOORMAN ON NEW YORK PENN STATION**

NEW YORK, Apr. 6, 2017, Amtrak Media Center - I apologize to everyone who has been inconvenienced by the recent delays and cancellations at New York Penn Station. It's our job to make sure that commuters and intercity passengers can safely and reliably travel along the Northeast Corridor and we know we let them down with these recent derailments. Our customers and partners deserve better.

I have just visited with our hard-working crews and we expect to have all tracks at New York Penn Station at full service tomorrow.

Based on our recent investigations, we can confirm that problems with our tracks in Penn Station were a cause of both recent derailments. With the March 24 Acela Express derailment, we had a mismatch between two pieces of rail that connected together in a curve, which created a step-like condition that contributed to a wheel of our Acela Express trainset derailing. This week's NJ Transit derailment appears to have been caused by a wide gauge condition due to defective wood ties.

We are working around the clock to both repair the damage caused by the second incident and to ensure that we have no other track problems in this busiest and most important terminal. The immediate steps we've taken to fix the issues we've identified so far include:

- Upon discovering this misaligned rail, we immediately surveyed all other sites at the station that could possibly have the same condition, and we can confirm that none were found.
- We have changed our specs to eliminate the possibility of a mismatched condition.
- We have launched joint inspections with the Federal Railroad Administration to ensure that all aspects of our infrastructure at New York Penn Station are in good order. We will share the full results of these inspections with both NJ Transit and Long Island Railroad so that they understand what we've found.
- We are assembling a team that will be dedicated to address any maintenance deficiencies at the station and will reprioritize our work and support of various other projects to ensure, first and foremost, the basic condition of the terminal.
- I am leading a comprehensive review of our maintenance practices and Engineering department, including bringing in independent experts, to ensure we have the right processes and organization to maintain and improve our infrastructure.

For more than 40 years Amtrak has worked alongside commuter rail lines

on the Northeast Corridor. It is a proven partnership and we are dedicated to providing the levels of service necessary so that people can rely on rail travel. We are committed to providing a consistently reliable transportation service for everyone – and to provide a better experience for the customers of Amtrak and our commuter partners.

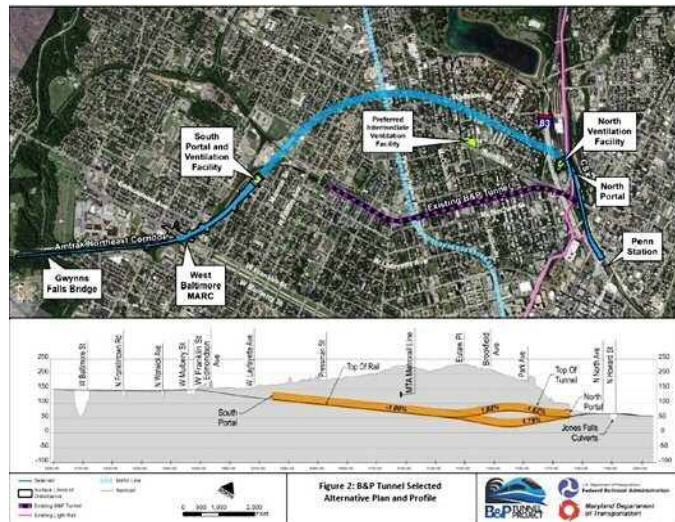


**FRA CHOOSES ROUTE FOR NEW NEC BALTIMORE TUNNEL**

BALTIMORE, Apr. 6, 2017, *Trains* News Wire — For Amtrak passengers in Baltimore, the Baltimore & Potomac Tunnel is like a jump back to medieval times. The train slows, tunnel walls close in, and take on the appearance of a dungeon, illuminated by occasional lights and brief glimpses of daylight far above.

The 144-year-old B&P Tunnel, owned by Amtrak, is a major chokepoint on the Northeast Corridor that sees 140 Amtrak and Maryland Area Regional Commuter trains daily.

That may change.



B&P TUNNEL PROJECT OVERVIEW - FRA

The Federal Railroad Administration has selected a new route that bypasses the present two-track B&P Tunnel and threads a new four-track line under Baltimore to Baltimore Penn Station.

The FRA estimates the new route could be in service by 2025, but the \$4.5-billion project has received no funding.

The FRA's "record of decision" is the final report of a \$61 million environmental impact study that has been under way since 2014. The agency chose an alignment that starts near the West Baltimore MARC station and swings in a 3.67-mile semi-circle more than 2,000 feet north of the B&P. Two miles of the route will be underground, in four parallel tunnels. The plan also calls for two ventilation and access points for first responders in an emergency.

In a prepared statement, Amtrak officials say they were excited that the FRA, Maryland Department of Transportation, and city of Baltimore had completed the preliminary environmental and engineering work.

"The replacement of the B&P Tunnel is an economic imperative to attain the speed, frequency and reliability befitting a world-class rail system," the statement said. The B&P Tunnel is "a major impediment to high-speed rail service along the NEC. This Record of Decision begins the hard work of bringing all stakeholders together to identify funding with which to continue final design and advance construction."



**MOMENTUM BUILDS AS BRIGHTLINE READIES FOR INTRODUCTORY SERVICE THIS SUMMER**

MIAMI, Fla. – Mar. 10, 2017 – Brightline, the only privately-funded express passenger rail system in the country, is within months of its much anticipated service launch, marking the first time a new private infrastructure passenger rail project will initiate operations in the US in more than 100 years. Today, the company announced projected timing for the pre-launch and initial introduction of the hospitality-focused service, providing a needed alternative to South Florida's congested roadways. Introductory express service will begin between West Palm Beach and Fort Lauderdale in late July, followed by service to Miami in late August. The company is anticipating a grand opening and official launch of the train service in September.



BRIGHTPINK IN INDIO, CALIFORNIA, ON ITS 3,000 MILE TRIP TO WORKSHOP B, BRIGHTLINE'S RAILROAD OPERATIONS CENTER IN WEST PALM BEACH, FLORIDA.

Brightline will welcome BrightPink, the second of five custom built, innovative trainsets, next week. Three additional brightly hued trainsets will be delivered by May. Built by Siemens Rolling Stock in

their state of the art Sacramento, California facility, Brightline's trains are 100 percent Buy America compliant, using components from more than 40 suppliers across more than 20 states.

The line's 60,000 square foot stations in West Palm Beach and Fort Lauderdale are nearing completion. The expansive MiamiCentral station that includes elevated tracks is expected to be operational in conjunction with the introductory Miami train service. Rail infrastructure improvements on the corridor between West Palm Beach and Miami are 80 percent complete.

The company announced earlier this week that Dave Howard, a veteran executive from the sports and entertainment industry, has joined Brightline's leadership team as Chief Executive Officer. Howard's main focus will be setting a global standard of service excellence and exceptional care for Brightline's guests. Ticket fares and frequent rider passes, along with Brightline's mobile application, will be announced closer to the launch of service.

The company's second phase will extend express train service to Orlando. While the line has been focused on launching the first phase of service from Miami to West Palm Beach, progress continues on Phase 2 to Orlando. The company is currently finalizing permitting and will have a better idea of timing to Orlando after operations begin this summer.



**CSX TO CLOSE DOWN TILFORD HUMP YARD IN ATLANTA**

ATLANTA, Ga., Mar. 22, 2017, *Trains* News Wire – CSX Transportation is in the process of closing down its Tilford hump yard in Atlanta, a source close to the railroad tells *Trains* News Wire. The railroad will close down the hump portion of the yard and will focus on flat switching. The operational change could take effect as early as March 25. Several of the facility's classification tracks will remain open for road and local switching.

Several trains that work at Tilford will start picking up cars at other locations, while other trains will be abolished entirely. Trains Q582 and Q583, a pair of merchandise freight trains between Nashville, Tenn., and Atlanta, will be abolished. Trains Q580 and Q581 will be responsible for cars at smaller yards previously classified by Tilford.

In addition, the railroad is also getting rid of its remote control operations and will revert to two-person crews at Tilford. Trains News Wire has also learned that CSX may likely close the Tilford car shop and will reduce its locomotive shop crews to a bare minimum.

A few yard transfer jobs between nearby Howell Yard and Tilford will remain.

The railroad has not yet confirming the change. "While CSX continuously reviews our operations to ensure that we are configured to serve our customers as efficiently and effectively as possible, we have no specific announcements to make at this time about changes to operations in the Atlanta area," CSX spokeswoman Laura Phelps says. "In the event we do make substantive changes, our first obligation will be to inform our employees and our customers about any impact those decisions may have on them."

Tilford is a former Louisville & Nashville yard named for L&N railroad president John E. Tilford.

It will be the first rail yard to be significantly downsized under the leadership of new CEO E. Hunter Harrison. Sources close to the railroad say Harrison is evaluating other yards on the network to streamline operations.

#### CSX TO CLOSE DOWN HUMP AT STANLEY YARD IN OHIO

WALBRIDGE, Ohio, Mar. 27, 2017, *Trains* News Wire — CSX Transportation's Stanley Yard in Walbridge will be the next facility downsized under E. Hunter Harrison's leadership. The decision to do away with hump operations at Stanley comes less than two weeks after the railroad made a similar business decision at its Tilford Yard in Atlanta.

Sources close to the railroad confirm with Trains News Wire that CSX will begin phasing out hump yard operations at Stanley this week with several train schedules changing in the next couple of weeks. The yard will be converted to flat switching only and will use existing tracks near the hump bowl.

CSX spokeswoman Laura Phelps tells Trains News Wire that Stanley's closure is part of an ongoing effort to be more efficient and reduce operating costs.

Phelps says that 34 union positions are being eliminated at the yard and approximately 40 employees will remain.

"The decision to make these reductions follows a review of Toledo-area operations," Phelps says. "CSX has determined that by changing the way railcars are sorted at Stanley Yard, it will be able to process trains more efficiently, which will result in better service to our customers."

Those familiar with rail operations in the area say Stanley's hump closure was inevitable under Harrison's leadership, due its proximity to another hump yard in Willard, less than 70 miles away.

Several freight trains originate in Stanley each day, including Q319 to Indianapolis, Ind., Q322 to Flint, Mich., Q392 to Detroit, Q394 to Cumberland, Md., via Willard, Ohio, Q507 to Cincinnati, Q509 to Chicago, and Q511 to Louisville, Ky. It is not yet clear if Willard will handle the additional trains or if they will continue to be flat switched in Stanley.

It is not the first time CSX has closed down its Stanley Yard. In the spring of 2004, almost thirteen years ago to the week, CSX temporarily shut down yard operations at Stanley, only to reopen a few months later in July due to freight congestion in neighboring rail yards.

Stanley is a former Toledo & Ohio Central Railway yard that opened in the early 1900s. It would later become part of the New York Central and Penn Central before Conrail assumed operations in 1976. CSX acquired Stanley and other Toledo & Ohio Central trackage after the Conrail breakup.

#### CSX TO CLOSE DOWN HUMP AT OSBORN YARD IN KENTUCKY

LOUISVILLE, Ky., Mar. 30, 2017, *Trains* News Wire — CSX Transportation's Osborn Yard in Louisville will be the third yard in less than two weeks to have its hump operations shut down. CSX spokeswoman Laura Phelps tells Trains News Wire that after a thorough review of the railroad's

Louisville-region operating plan, the railroad has informed employees that its Osborn Yard will transition from hump yard to flat yard switching beginning next week.

Phelps says the change will result in the elimination of approximately five union workers. Approximately 470 employees will still report to Osborn.

The Louisville announcement follows similar changes at the railroad's Tilford Yard in Atlanta and Stanley Yard in Toledo, Ohio. Both of those facilities have gradually transitioned to flat yards switching as new CEO E. Hunter Harrison works to make the railroad more efficient.

Phelps says that by flat-switching freight cars, the yard will be able process trains faster.

CSX rail lines from Indianapolis; Evansville, Ind.; Cincinnati; and Nashville; converge near Osborn Yard, a former Louisville & Nashville facility.

#### NEW SYSTEM PREDICTS LOCOMOTIVE FAILURES ON CSX

BEDFORD, Mass., Mar. 27, 2017, *Trains* News Wire — CSX Transportation's newly installed CEO E. Hunter Harrison will be spending the coming weeks and months implementing his vision of "precision railroading" to the Jacksonville, Fla.-based railroad. But there's one area where he may not want to change much: locomotive maintenance. Thanks to new technology from Aspen Technology Inc.'s Mtell, CSX now has the ability to predict when a locomotive might fail.

Railroad officials say the technology has saved the railroad millions of dollars and helps CSX get the most out of its equipment. The system is so useful that in January the railroad named Mtell, which was recently purchased by Aspen Technology Inc., as CSX's Supplier Innovation Award for 2016.

Aspen Technology Senior Director of Product Management and former Mtell CEO Paul Rahilly tells Trains News Wire that the Aspen Prescriptive Maintenance software uses real-time data coupled with past maintenance information to search for signs that a locomotive could have a major failure on the road. The technology is currently installed on more than 3,800 locomotives system-wide.

"With this technology we can tell CSX when a locomotive will fail, sometimes two or four or even six weeks in advance," Rahilly says. "We're like a watchdog for locomotive failures."

Rahilly says the software is able to take the real time data from the locomotive and compare it to a list of more than 20 common types of locomotive failures. The mechanical learning system is then able to look for common signs that signal a failure is imminent.

Rahilly says the system can catch approximately 95 percent of CSX's locomotive failures and that the technology is only getting better. "The more information we can get the more problems we can catch."

CSX first began rolling this technology out about two years ago and Rahilly says his company is now applying the same software to lineside detectors to try and catch rolling stock failures before they happen. In a recent news release, CSX Director of Business Intelligence and Engineering Larry Biess says Mtell's cutting edge technology is why it received the 2016 innovation award.



#### GRUPO MEXICO TO ACQUIRE FLORIDA EAST COAST

JACKSONVILLE, Fla., Mar. 28, 2017, *Trains* News Wire GMéxico Transportes S.A. de C.V., the transportation business unit of Grupo México, and the Florida East Coast Railway Holdings Corp. have entered into a purchase agreement to acquire FEC in an all cash transaction for an undisclosed value.

FEC President and CEO Jim Hertwig says, "The FEC team looks forward to working with [GMéxico Transportes] to grow our business, execute our key strategic initiatives, and take advantage of new opportunities." The railroad, now owned by affiliates of Fortress Investment Group LLC, serves a diverse mix of intermodal, aggregate, auto, chemicals, metals and lumber

customers, handling about 550,000 loads per year.

*The sale does not affect All Aboard Florida or its Brightline passenger service, which remains with Fortress.*

Grupo México subsidiary Ferromex operates more than 6,200 miles track covering major industrial and commercial zones in the country. It serves eight seaports and six border rail crossings, handling more than 1.4 million loads per year.

"The acquisition of FEC is an important strategic addition to our North American transportation service offering. Our acquisition of the FEC will significantly enhance the scope, scale and diversification of our service," Alfredo Casar, president and CEO of GMéxico Transportes, says. "We are excited to welcome FEC to our transportation team as we work together to provide safe, reliable and efficient rail and trucking services to our customers."

New York-based Fortress, a subsidiary of Japan's SoftBank Group Corp., also owns the Central Maine & Quebec Railway, which is not included in this deal.



**NORFOLK SOUTHERN'S 2016 ANNUAL REPORT HIGHLIGHTS COMMITMENTS MET TO LOWER COSTS, INCREASE PROFITABILITY, IMPROVE SERVICE, AND ENHANCE SHAREHOLDER VALUE**

NORFOLK, Va., Mar. 22, 2017, Norfolk Southern Press Release - Norfolk Southern today posted its 2016 Annual Report online, highlighting success at achieving first-year goals in the railroad's five-year strategic plan to streamline operations, drive profitability and growth, and enhance shareholder value.

In the report, titled "Delivering On Our Commitments," CEO Jim Squires tells shareholders that the company finished the year "a stronger, faster, lower-cost, and more profitable railroad." Through the continued successful execution of its strategic plan, Norfolk Southern met or exceeded the company's targets to lower operating costs and increase profitability while improving customer service, "putting us well on our way to achieving our 2020 goals," Squires said.

For the year, the company:

- > Achieved an all-time best operating ratio of 68.9 percent;
- > Reduced expenses in all areas of operations to generate savings of \$250 million, surpassing a targeted \$130 million;
- > Increased income from railway operations and net income by 7 percent each, driven by an 11 percent decrease in operating costs;
- > Produced year-over-year earnings per share growth of 10 percent; and
- > Rationalized 1,000 miles of secondary rail lines.

While exercising disciplined cost control, the company invested in strategic capital projects "to ensure safe and efficient operations and promote growth," Squires noted. In addition, efforts to improve locomotive fuel-efficiency, reliability, and emissions reduction continued as a cornerstone of the company's sustainability and business strategy, he said.

Amid shifting markets and industry dynamics, Squires said, the company is "more focused than ever on services that will help convert freight from highway to rail." To drive growth, the company is working on customer-service initiatives that range from modernizing its e-commerce platforms to developing shared performance indicators to measure service.

Squires notes that the railroad's management team began a structured dialogue with key customers and is using their input to improve operating efficiencies and deliver a superior service product.

"We are changing the way we do business in order to meet and exceed our customers' expectations and to drive superior value creation for shareholders," Squires said.

The report, in PDF format, can be downloaded from the corporate website.

**NS DC TO AC LOCOMOTIVE INVOLVED IN DERAILMENT**

MATTAWANA, Pa., Apr. 14, 2017, Akron Railroad Club and Dan Cupper (Edited) - One of the Norfolk Southern DC to AC tribute locomotives was involved in a derailment in Pennsylvania on the Pittsburgh Line that resulted in minor injuries to the train crew.



**NS 4001 LIES ON ITS SIDE IN THE WAKE OF A DERAILMENT AT CP McVEY - PHOTO BY BARRY KREITZER, THE LEWISTOWN SENTINEL**

The railroad has not said what caused coal train No. 593 to derail last Friday at CP McVey in Mattawana, Pennsylvania. Dan Cupper, with Norfolk Southern, supplied the following information. "This happened at CP-McVey, Milepost PT 179.6 of the Pittsburgh Line, midway between Lewistown and Mount Union, on Friday, April 14. Reportedly due to a sun kink in the rail which the

crew saw and dumped the train in emergency."

The train's two locomotives and more than 20 cars left the tracks about 60 miles east of Altoona, Pennsylvania.

Involved in the accident was AC44C6M No. 4001, one of the first conversions carried out by NS shop forces. No. 4001 sports a blue and gray livery, one of two to have it.

The Pittsburgh Line was reopened on Sunday morning.



**WESTERN MARYLAND SCENIC RAILROAD, TRAINS PARTNER ON 1309 PHOTO EVENT**

CUMBERLAND, Md., Mar. 16, 2017 - Western Maryland Scenic Railroad and *Trains* Magazine are offering the first opportunity to photograph newly rebuilt 2-6-6-2 No. 1309 with a freight train in a special three-day event in September.

On Sept. 26 to 28, the locomotive from 1949 will pull 14 to 18 freight cars, stopping at several locations on the 17-mile mountain railroad, including world-famous Helmstetter's Curve as well as new locations. Participants will get to photograph the engine in both its new Western Maryland lettering as well as its historic Chesapeake & Ohio garb. The locomotive will be among the largest articulated engines in operation in North America when it returns to steam in July.

Also part of this event will be night photo opportunities, cab access, and an audio-visual program detailing the restoration of the locomotive, which was brought out of the B&O Railroad Museum in 2014. Only 80 tickets at \$495 each will be available for the event.

For details and to buy tickets, call 800-TRAIN-50 or visit [www.wmsr.com](http://www.wmsr.com).



**SEPTA TAPS CHINESE RAIL-CAR MAKER FOR 45 NEW COACHES**

PHILADELPHIA, Pa., Mar. 27, 2017, Progressive Railroading, *Trains* News Wire and SEPTA - On March 23, The Southeastern Pennsylvania Transportation Authority board approved a \$137 million contract with CRRC MA Corp. for 45 multilevel commuter-rail coaches.

The contract includes an option to buy 10 additional coaches, according to a SEPTA press release.

CRRC MA Corp. is a subsidiary of China Railway Rolling Stock Corp. (CRRC). The new units will be built primarily at the company's main U.S. manufacturing plant in Springfield, Mass.

The first of the new multi-level coaches are expected to be delivered in late 2019. The coaches will meet "Buy America" requirements, with 60 percent or more of the parts, labor and fabrication originating in the United States,

according to SEPTA. The units will be paired with SEPTA's new electric locomotives, which are being built by Siemens.

The agency evaluated proposals from CRRC, Bombardier and Hyundai Rotem; CRRC's bid was the lowest of the three.

- CRRC MA: \$137,480,000 for base-order of 45 coaches; \$161 million with 10-coach option

- Bombardier: \$171,528,744 base; \$197,894,224 with option

- Hyundai Rotem: \$184,761,928 base; \$214,221,928 with option

The fleet upgrades play a key role in advancing SEPTA's Regional Rail service improvement program, said SEPTA General Manager Jeffrey Kneuppel.

"SEPTA's Regional Rail ridership has grown by more than 50 percent over the last 15 years," Kneuppel said. "The addition of new multilevel coaches and electric locomotives are critical for expanding capacity and meeting the needs of our riders."

CRRC also is building rail cars for the Massachusetts Bay Transportation Authority, the Chicago Transit Authority and the Los Angeles County Metropolitan Transportation Authority.

### SEPTA SETS 'REBUILD' FISCAL YEAR 2018 BUDGET

PHILADELPHIA, Mar. 30, 2017, Railway Age - Southeastern Pennsylvania Transportation Authority (SEPTA) will advance initiatives to renew critical infrastructure, replace aging portions of its fleet, expand capacity for growing ridership and make technology improvements under its proposed Fiscal Year 2018 Capital Budget.

The capital budget funds projects such as bridge and track replacement, reconstruction of stations and other facilities and the purchase of new vehicles. It also focuses on the implementation of new technologies for customers, such as real-time travel alerts. Following public hearings, the Capital Budget plan will go to the SEPTA Board for approval.

The \$727.2 million FY 2018 proposal advances SEPTA's "Rebuilding the System" initiative, a comprehensive program to reinvest in the transit network throughout the region. SEPTA embarked on this plan following the passing of Act 89 in November 2013, which provides capital funds for transportation improvements throughout Pennsylvania.

Other initiatives in the coming year include improvements to communications, signal systems, technology, safety and security, parking, substations and power, track and right-of-way and vehicle acquisitions and overhauls.



### DELAWARE ADVANCES NEWARK STATION IMPROVEMENT PLANS

NEWARK, Del., Mar. 30, 2017, *Trains* News Wire

The Delaware Department of Transportation is now taking bids for the first phase of a \$50-million project to rebuild the Newark train station.



IN A PRESENTATION TO NEWARK, DEL., CITY COUNCIL, NEWARK REGIONAL TRANSPORTATION CENTER PROJECT LEADERS SHARED THESE RENDERINGS OF THE NEW FACILITY - DELDOT

The state-administered project will construct and locate a new, modern train station about 1,000 feet west of the existing Southeastern Pennsylvania Transportation Authority facility. According to the state agency, the existing station has minimal passenger facilities, inadequate parking, and its platforms are not accessible by Americans with Disabilities Act standards.

The station's first round of construction will include a revamped parking lot and access improvements to South College Avenue. The first phase will begin later this spring and will

be completed by the early part of 2018.

When the entire project is finished, the modernized Newark Regional Transportation Center will feature waiting areas, bathrooms, ticketing and security services, and high-level platforms that meet accessibility standards.

SEPTA's Wilmington-Newark line, which serves the station, will serve the new transportation center. The facility is on Amtrak's Northeast Corridor and is adjacent to yard tracks used by Norfolk Southern.

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN MAY

**May 1902** - PRR begins work on track elevation at Camden; includes the construction of a new station at Broadway to replace the station at Haddon Avenue and elevating the West Jersey & Seashore Railroad from Haddon Avenue to Harleigh.

**May 27, 1907** - First steel column of Penn Station-New York put in place.

**May 1912** - Lambertville, N.J., roundhouse razed.

**May 1, 1917** - First PRR census of women workers shows 1,494 employed on Lines East; before 1917, only a few hundred women employed as station agents, telegraphers, cleaning women and clerks; increases to over 9,000 in summer of 1918.

**May 8, 1922** - PRR Delaware River ferries *Haddonfield* and *Millville* launched at the Sun Shipbuilding Company in Chester, Pa.

**May 7, 1927** - Automatic train control and cab signals placed in service between Delair and West Haddonfield, New Jersey on Atlantic City line.

**May 7, 1932** - Ground broken for Atlantic City grade crossing elimination and Union Station project.

**May 16, 1937** - PRR operates what is probably one of the largest railfan fan trips ever staged as part of its "Off the Beaten Track" series; the trip runs from New York to Altoona with a tour of the shops and test plant; sponsored by the New York Chapter of the R&LHS, the NRHS and Railroad Stories magazine; runs in 5:50 or about as fast as the Broadway Limited; two 13-car sections run from New York, one with streamlined K4s No. 3768 and unstreamlined No. 5417 west of Paoli; the other section runs from North Philadelphia behind K5s No. 5699; the two trains carry a total of 1,763 passengers; 11 classes of steam locomotive are on display at Altoona.

**May 21, 1942** - Modernized LIRR ticket office and concourse designed by Raymond Loewy opens in Penn Station-New York.

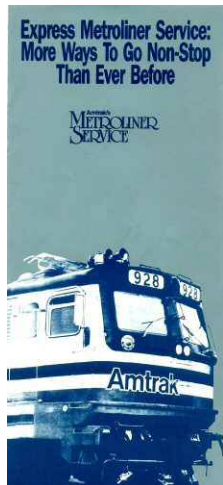
**May 25, 1947** - Atlantic City Race Track spur opens off PRSL main west of Atlantic City; "Pony Express" race track extras begin operating from Philadelphia and New York.

**May 27, 1952** - Inspectors report the Class S2 turbine No. 6200 scrapped down to the turbine drive unit at Conway; the wheel assemblies are to be shipped to Wilmington Shops to salvage the roller bearings as spare parts for the DD2 electric locomotive.

**May 26, 1957** - LIRR begins a popular program of one-day "Getaway Tours" of Long Island; provides New York City residents with inexpensive outings to a variety of tourist attractions in Nassau and Suffolk Counties using a combination of dedicated cars on regular LIRR trains and chartered buses.

**May 29, 1962** - Last passenger trains run between Trenton and Red Bank, N.J., with rail motor car No. 4666, ending passenger service between Monmouth Jct. and Sea Girt, N.J.; last PRR railcar service.

**May 10, 1967** - PRSL authorizes application to abandon the portion of the Ocean City Branch north of 14th Street (0.52 miles).



## TIMETABLE 05-17

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

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### 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. Info: [www.readingpublicmuseum.org](http://www.readingpublicmuseum.org)

### 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](http://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](http://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.

### Thursday, May 18, 2017

*Iron Ore Special* - Ride the rails over the Pennsylvania Railroad and Reading Railroad's Shamokin Valley Branch. Info: [www.prrths.com](http://www.prrths.com) - **SOLD OUT**

### Friday & Saturday, May 19-20, 2017

*The 23rd National Model Trolley Meet* at the Allentown Fairgrounds, Agri-Plex Charles Hall, 17th & Chew Streets, Allentown, PA 18104. Sponsored by the East Penn Traction Club. Info: [www.eastpenn.org](http://www.eastpenn.org)

### 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](mailto:jdunn8888@hotmail.com)

### Saturday - Sunday, May 20-June 4, 2017

*Walkersville Southern Railroad Steam Excursions* using Lehigh Valley No. 126. 34 West Pennsylvania Ave., Walkersville, Md. 21793. Info: [www.wsrr.org](http://www.wsrr.org)

### Sunday, May 21, 2017

*PCC II charter* by the Friends of Philadelphia Trolleys departing SEPTA's Elmwood Depot at 11 a.m. and will return around 3 p.m. The fare for the trip is \$45.00. To reserve a seat, please send a check for \$45.00 made out to FPT, Inc., and mail to: FPT c/o Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543. Info: email Bill Monaghan at [FPT2799@comcast.net](mailto:FPT2799@comcast.net)

### Saturday, May 27, 2017

*PICNICRAIL '17 at Maier's Grove*, Grove Drive, Blandon, Pa. 1:00 p.m. 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.

### Saturday & Sunday, June 17-18, 2017

*Great Scale Model Train and Railroad Collectors Show & Railroad Marketplace* at the Exhibition Hall, Maryland State Fairgrounds, 2200 York Rd. Timonium, Md 21093. Info: [www.gsmts.com](http://www.gsmts.com)

### Tuesday - Saturday, June 20-24, 2017

*2017 N.R.H.S. Convention* at the Nashville Airport Hotel in Nashville, Tenn. Info: [www.nrhs.com](http://www.nrhs.com)

### Wednesday - Sunday, June 21-25, 2017

*National N Scale Convention* at the Sheraton Pittsburgh at Station Square Hotel, 300 W Station Square Drive. Info: [www.nationalscaleconvention.com](http://www.nationalscaleconvention.com)

### Saturday - Sunday, June 24-July 2, 2017

*63rd TCA National Convention* at the Wyndham Grand Downtown Hotel, Pittsburgh, PA. Info: [www.tcaconvention.org](http://www.tcaconvention.org)

### Sunday - Saturday, June 25-July 1, 2017

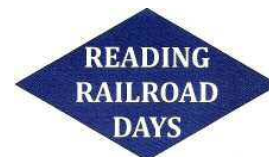
*N.R.H.S. RailCamp East* headquartered at the University of Delaware, Newark, Del. Info: [www.nrhs.com](http://www.nrhs.com)

### Saturday & Sunday, July 15-16, 2017

*Model Train Flea Market* at the Williams Grove Show Grounds, Williams Grove Rd., Williams Grove, Pa 17055. Info: <http://www.wghsea.org>

### Sunday - Sunday, July 30-Aug. 6, 2017

*Orange Blossom Special, NMRA 2017 National Convention and National Train Show*, The Rosen Plaza Hotel, International Drive, Orlando, Fla. Info: [www.nmra2017orlando.org](http://www.nmra2017orlando.org)



Railroad Museum of Pennsylvania

**ROUTE 741 EAST, STRASBURG, PA**  
[WWW.RRMUSEUMPA.ORG](http://www.rrmuseumpa.org)  
**717-687-8628**

*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)

*Saturday & Sunday, Aug. 19-20, 2017* - Model Railroading Days

*Saturday & Sunday, Sept. 9-10, 2017* - Railroad Heritage Days

*Saturday, Sept. 23, 2017* - Members Day



**STRASBURG RAIL ROAD**  
**SPECIAL EVENTS**  
[WWW.STRASBURGRAILROAD.COM](http://www.strasburgrailroad.com)  
**1-866-725-9666**

*Various Saturdays thru Nov. 11, 2017* - Wine & Cheese train

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

*Saturday, July 22, 2017* - The Great Train Robbery

*Saturday thru Sunday, Sept. 16-24, 2017* - Day Out With Thomas

*Saturday, Oct. 21, 2017* - The Great Train Robbery



### APRIL, 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 Monday, April 17, 2017. The meeting was called to order at 7:30 p.m. by President Tom Shenk with 25 members and 1 guest present. President Tom Shenk led those assembled in the Pledge of Allegiance.



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

**CHAPLAIN:** In Chaplain David Stambaugh's absence, President Tom Shenk announced he received a thank you note from Fred Kurtz for the planter the chapter sent. Fred fell and broke his hip and will be starting physical therapy this week. Donnie Steffy had both knee replacement surgeries. He is doing well and was in attendance at tonight's chapter membership meeting. Toady Kennel reported Wendell Seybolt (chapter member from Florida) is over the shingles.

**MEMBERSHIP:** President Tom Shenk introduced guest Larry Dean from the Philadelphia Chapter. Helen Shaak announced new chapter members Tom and Teresa Himpls. (Tom is Steve Himpls's brother).

**NATIONAL NEWS:** Smoke and Helen Shaak attended the Director's Meeting in Claymont, Delaware from Thursday, March 30 to Saturday, April 1. Helen substituted for Fred Kurtz as the Lancaster Chapter Representative at the Board of Director's meeting. Some things discussed were: Al Weber said 2nd notices have been sent out to members. Al reminded everyone that the volunteers are working hard trying to post all the updated information. Also, plans are to move away from the AMILIA program. Becky Gerstung announced they have 25 applications for Rail Camp East and 13 applicants for Rail Camp North West. North West is in need of counselors. Rail Camp East will be held June 25-July 1 and North West Rail Camp will be held July 30- August 6. John Goodman announced that there are just under 200 registrants for the Convention to be held in Nashville, Tennessee on June 20-24 2017. He was asked why the Friday's activities are conflicting with the meetings. He explained that this was due to the shorter Convention. Bob Bitzer said we need chapters to host future Conferences. The Fall Conference will be in Kansas City, MO on October 19-21 2017 and will be held at the Weston Hotel. (more details will be available at the Tennessee Convention). Carl Jensen said there was only \$20,000.00 available for grants in 2017 and reminded everyone grants come from donations and not from NRHS dues. They received 34 applications but were only able to give out 8 grants. Various chapters' members spoke out about their membership problems. Al Weber spoke about a small chapter that promoted itself and grew its membership. He explained that we have many small chapters and that is okay, since we are an organization of both large and small chapters.

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

**TRIPS:** Tom Shenk announced a weekend Rail Adventure trip to West Virginia-Western Maryland. The dates for this trip are Friday, September 15 to Sunday, September 17, 2017. There are 34 people signed up so far for this trip. Tom announced there is room for 6 more couples. Smoke Shaak reported that National is running this same trip to West Virginia. Tom Shenk announced the chapter trip to the "Canadian Rockies" will have two options available. The options will depend on how many days you choose to ride the "Rocky Mountaineer" train. This trip is planned for September 2018. The flyer is being worked on.

**ANNOUNCEMENTS:** Barry Schmitt announced "[Spring on the Mainline](#)" to be held at the Christiana Freight Station on Saturday, May 20, 2017 from 9:00 a.m. to 12:00 (noon). This event is free to everyone. Jim Hertzog will give a one hour clinic on model railroads. Elizabeth Myers will have a discussion on the Railroad Museum of Pennsylvania. Barry also announced a "Model Showcase" segment. Attendees can bring their models to display. There will also be door prizes and afternoon activities: 3 model home layouts will be open for viewing. If you have any questions, contact: Howard Oakes (hoakes@susquehannanmra.org) or phone 717-632-5990. Glenn Kendig announced the chapter will have a [SPRING CLEAN-UP DAY at the Christiana Freight Station on Saturday, April 29 starting at 9:00 a.m.](#) John Sweigart announced his daughter and son-in-law are in the tee shirt business. They have a tee shirt that says "I Chase Trains." If anyone is interested, go on Google and go to [teespring.com/trains-trains-trains](http://teespring.com/trains-trains-trains). The tee shirts are \$24.99 each. Richard Rutledge reported the Switch Tower at

the Strasburg Rail Road is getting a facelift.

**ADJOURNMENT:** The chapter meeting was adjourned at 7:58 p.m. for the program. Glenn Kendig will be showing slides from the late Warren Habecker collection.

Respectfully submitted by Donetta M. Eberly Secretary



### LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



### RAIL INDUSTRY SETS NEW SAFETY RECORD

WASHINGTON, Mar. 23, 2017, *Trains* News Wire – U.S. railroads had the lowest train accident rate on record in 2016, according to recent data from the Federal Railroad Administration. Derailment rates were down 10 percent in 2016 compared to 2015 and track-caused accidents were at all-time lows.

Since 2000, FRA statistics reveal that track-caused incidents are down 53 percent, train accidents and derailment rates are down 44 percent, and equipment-caused accidents are down 34 percent. The agency calculates incident rates per one million train miles, according to a news release by the Association of American Railroads.

Not only have there been fewer train accidents, but the agency is also reporting fewer employee injuries. In 2016, the employee injury rate dropped by 1.8 percent relative to 2015.

The AAR believes the drop in train accidents and employee injuries is a result of safer operations, new technologies, and ongoing private investment in railroad infrastructure.



### FREIGHTCAR AMERICA IDLING ROANOKE PLANT

ROANOKE, Va., Mar. 31, 2017, *Railway Age* and *Trains* News Wire - Due to a downturn in new railcar business, FreightCar America will shut down production at its Roanoke, Va. facility in June.

The company previously announced layoffs in February.

By April 24 the company plans to lay off 166 staff and an additional 198 by the end of May, according to local media reports.

The reports said state officials confirmed they received a WARN notice of the layoffs from the company in February. The jobs to be eliminated include 87 welders, 72 fitters, six leaders and three painters.

During the railcar manufacturer's 2016 fourth-quarter earnings report, company representatives talked about a decline in new railcar orders. The company posted a fourth-quarter net income of \$74,000, or 1 cent per diluted share, compared with \$11.7 million, or 94 cents per share, in the same quarter in 2015.

In 2009, FreightCar America announced it would temporarily suspend production work in Roanoke until receiving new orders. In 2011, it was able to expand its workforce due to a round of new orders from Norfolk Southern. The company first came to Roanoke in 2005.

The company posted a notice to employees at the site. It is not clear whether the latest job cuts will be permanent.



### EAST PENN RAILROAD MAKES FINAL RUN ON PHILADELPHIA'S VENICE ISLAND BRANCH

PHILADELPHIA, Apr. 10, 2017, *Trains* News Wire — Another chapter in railroad history came to a close on April 4 when the final train to operate over the Venice Island Branch in the Manayunk section of Philadelphia pulled the last three empty cars out of PaperWorks Industries. Built by the Reading Co. in the 1890s to serve line-side industries out of nearby West

Falls Yard, the branch became part of Conrail and later Norfolk Southern before the East Penn Railroad took over as designated operator.

A long standing tradition of placing a commemorative sign on the locomotive denoting the final run was upheld as Engineer Mark Wilson and Conductor Robert Bishop took train VEN-04 down the branch for the last time. The crew posed for pictures on the locomotive after arriving back at the plant.



**BROOKVILLE COMPLETES DETROIT STREETCAR ORDER**

Apr. 13, 2017, Progressive Railroading and *Trains* News Wire - Brookville Equipment Corp. last month delivered the final two off-wire capable Liberty Streetcars for Detroit's QLINE streetcar system.

The company wrapped up QLINE's six-unit order ahead of contractual delivery dates, Brookville officials said in a press release. Throughout the project, Brookville has delivered streetcars an average of 57 days ahead of their contractual dates, beginning with the pilot vehicle's arrival in September 2016. Since then, QLINE has been testing a pilot vehicle in preparation for the line's opening scheduled for May 12.



**BROOKVILLE LIBERTY STREETCAR ON DETROIT'S QLINE - PHOTO M-1 RAIL**

Designed and manufactured at Brookville's Pennsylvania plant, the streetcars will travel along a 6.6-mile loop on Detroit's Woodward Avenue.

For 60 percent of the route, the units will move without the aid of an overhead contact system and instead will use an onboard battery energy storage system, Brookville officials said.

At 66.5-foot-long, each streetcar can transport up to 125 passengers.

"Brookville worked with us every step of the way to ensure the QLINE would meet its spring 2017 operational launch," said Matt Cullen, chief executive officer of M-1 Rail, which will operate QLINE. "Our vehicle testing and training programs benefited from the early vehicle deliveries and we are looking forward to our May 12 grand opening."

Brookville has delivered Liberty streetcars to Dallas Area Rapid Transit and is under contract to build similar units for Oklahoma City and Milwaukee.

**THIS MONTH'S BANNER PHOTO**

Celebrating Amtrak's 46<sup>th</sup> anniversary this month, we have Acela set 14 with power car No. 2010 on Train No. 2110, northbound on Track 2 at MP 87.0 on the PW Line, October 28, 2010. Photo by George Pitz, Amtrak



**OPERATION LIFESAVER, INC. NOTES DROP IN 2016 CROSSING COLLISIONS, RISE IN TRESPASS INCIDENTS**

WASHINGTON, DC, Mar. 21, 2017, Operation Lifesaver, Inc. – Recently-released U.S. government statistics reveal that vehicle-train collisions at highway-rail grade crossings fell 2.4 percent in 2016, according to Operation Lifesaver, Inc. (OLI) President and CEO Bonnie Murphy. She noted, however, that the number of people killed in these incidents rose 13.7 percent last year, and that deaths due to train track trespassing increased 12.8 percent. Total trespass-related casualties increased 14.5 percent from 2015 levels.

The national nonprofit rail safety education organization cited preliminary 2016 Federal Railroad Administration (FRA) statistics showing that U.S. crossing collisions fell in 2016, to 2,025 (from 2,075 in 2015); crossing-related fatalities rose from 233 to 265; and crossing injuries dropped 22.7 percent, from 1,032 to 798. Trespass casualties (deaths and injuries) climbed from 868 in 2015 to 994 in 2016; trespass deaths rose from

453 in 2015 to 511 in 2016; and trespass injuries grew from 415 to 483.

For 2016, the rail trespass casualty rate (deaths and injuries per million train-miles) is 1.45, its highest level in the last decade, and the highway-rail incident rate (incidents per million train-miles) is 2.96, an increase from 2015, Murphy noted.

States with the most crossing collisions in 2016 were Texas, California, Illinois, Indiana and Georgia. States with the most trespasser casualties (deaths and injuries combined) in 2016 were California, Texas, Florida, New York and Pennsylvania.

"While we are encouraged to see highway-rail crossing collisions and injuries continuing their downward trend, we are very concerned about the increase in crossing deaths, trespass deaths and injuries," said Murphy. "As we plan the observance of the first U.S. Rail Safety Week on September 24-30, we are working closely with the FRA, Federal Highway Administration, and Federal Transit Administration, along with freight, passenger and commuter railroads and other community safety partners to give Americans important information on how to keep themselves, their friends and their families safe near tracks and trains," she stated.

*Tear Out and Keep This Schedule*  
**NEW FOR ALL OF 2017**  
**RELAX AND VISIT HISTORIC JIM THORPE BY TRAIN**  
*(Switzerland of America)*

**WE'LL DO THE DRIVING!**  
*Avoid parking fees in Jim Thorpe.  
Leave your car at our free parking areas - Reading Outer Station or Port Clinton.*

Make New Friends!

Smooth Ride

Open Windows

**Beautiful Scenery**

Clean Restrooms

Cash Refreshment Car

**ALL TRIPS ORIGINATE OUT OF NEW READING OUTER STATION**  
*with a stop to also board passengers at Port Clinton*  
3501 Pottsville Pike at the corner of Bellevue Avenue and Route 61  
Muhlenberg Twp, Reading, Pennsylvania

**ENJOY THREE AND A HALF HOURS TO EXPLORE JIM THORPE!**  
We will drop you in the middle of downtown historic Jim Thorpe, a very short walking distance to most attractions.

*Lehigh Gorge Scenic Railway    Asa Packer Mansion    Old Jail Museum  
Pocono Biking    Shops and Restaurants on Broadway*

DATES		TIMES	PRICES
May 29	July 15	Departs 9:00 a.m.	\$29/person from Outer Station
June 4	July 23	from Outer Station.	
June 11	July 29	Departs at 9:30 a.m.	\$27/person from Port Clinton
June 17	Aug. 5	from Port Clinton.	
June 25	Aug. 13	Arrives in Jim Thorpe	by 11:10 a.m.
July 1	Aug. 20		
July 9	Sept. 2		

Our tickets are very reasonably priced, so trains sell out quickly as seating is limited, please list second and third choice as to not be disappointed. **No sales day of trip.**

**Arrive back at Port Clinton by 5:30 p.m.**  
**Arrive back at Outer Station by 6:00 p.m.**

More trips will be scheduled after Labor Day, watch for ads! [www.RBMNRR-PASSENGER.com](http://www.RBMNRR-PASSENGER.com)

**READING BLUE MOUNTAIN AND NORTHERN RAILROAD**

**BY PHONE**  
610-562-2102

**BUY TICKETS:**

**IN PERSON OR BY MAIL**  
Schuylkill Haven Station  
12 West Main Street  
Schuylkill Haven, PA 17972



**"INSIDE THE BACK PAGE"****UPCOMING LANCASTER CHAPTER ACTIVITIES****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.

**MAY 20, 2017 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - SPRING ON THE MAINLINE**

For information, see the Announcements section of the April Chapter Meeting Minutes on Page 9 of this issue.

**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****AUGUST 21, 2017 - MONDAY, 6:00 PM - "RIDE THE RAILS" AT THE STRASBURG RAIL ROAD**

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

**SEPTEMBER 24, 2017 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC**

The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Picnic is free for chapter members and \$5.00 for guests. Please join us for this popular event.

**CHAPLAIN CONTACT INFORMATION**

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

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

**A LOOK BACK AT EVENTS IN MAY**

<i>"THEY'RE OFF"</i>	_____	<i>"THEY'RE OFF"</i>
<b>PHILADELPHIA &amp; READING RAILWAY BASEBALL LEAGUE</b> <i>For President A. T. Dice Cup</i> <b>OPENING GAME</b> <b>AT TABOR FIELD</b> Saturday, May 19, 1923 <span style="float: right;">at 3.30 o'clock (Daylight Time)</span> <b>GENERAL OFFICE (Phila.)</b> <i>vs.</i> <b>GENERAL STORES (Reading)</b> <small>Don't fail to be there. See a good, clean ball game and mingle with a crowd of "The Reading."</small> <i>Support the General Office (your) team.</i> <b>EVERYBODY OUT</b> <span style="float: right;"><b>EVERYBODY OUT</b></span>		
<small>Trains leave Reading Terminal:-- (Daylight Time) 1:32 - 1:43 - 2:17 - 3:02 P. M.</small>		
<b>ADMISSION - - - FREE</b>		

**LANCASTER CHAPTER BOARD of DIRECTORS**

<b>PRESIDENT:</b>	<b>TOM SHENK</b>	<b>717-560-1186</b>	<b>TSHENK@NRHS1.ORG</b>
<b>1ST VICE PRESIDENT:</b>	<b>HAROLD SHAAK</b>	<b>717-484-4020</b>	<b>HSHAAK@DEJAZZD.COM</b>
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**NATIONAL RAILWAY**  
**HISTORICAL SOCIETY**  
**10 RAILROAD AVENUE**  
**CHRISTIANA, PA 17509-1416**  
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