

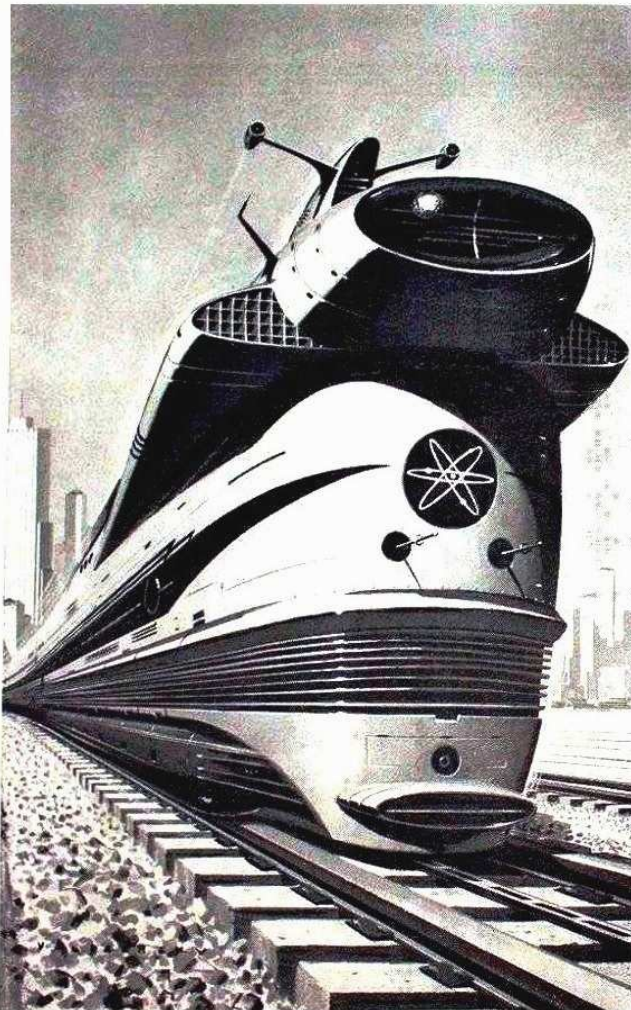
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Will atomic energy power tomorrow's railroads?



Some day you may see a train like this — powered by the energy locked up in the atom.

Possibly the locomotive will have its own nuclear reactor. Or perhaps it will use electricity generated at atomic power stations. But this much is certain. Of all forms of land transportation, railroads offer the greatest opportunities for the efficient use of nuclear energy.

Railroads are constantly exploring exciting possibilities like this. Such progressive thinking is important to all of us — for we're going to need railroads more than ever in the boom years ahead.

Clearly, it's in the national interest to give railroads equal opportunity and treatment with other forms of transportation. America's railroads — the lifeline of the nation — are the main line to *your* future.

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WASHINGTON 6, D. C.

ASSOCIATION OF AMERICAN RAILROADS ADVERTISEMENT FROM 1960 COMBINES A JET FIGHTER PLANE, SPACESHIP AND TRAIN INTO A FUTURISTIC ATOMIC POWERED LOCOMOTIVE.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK NAMES TRANSPORTATION VETERAN RICHARD ANDERSON PRESIDENT AND CEO

WASHINGTON, June 26, 2017, Amtrak Media Center (Edited) - Amtrak announced that it has named Richard Anderson, a 25-year veteran of the aviation industry, as its next president and chief executive officer. Anderson, former chief executive officer of both Delta and Northwest Airlines, will begin his role on July 12.



RICHARD ANDERSON

To ensure a smooth transition, Anderson will serve in a co-CEO capacity with current CEO Wick Moorman through Dec. 31, 2017, at which time Moorman will become an advisor to the company. Moorman joined Amtrak in September 2016 as a transitional CEO tasked with improving the company's operations, streamlining the organizational structure, and helping recruit his successor.

“Richard brings to Amtrak his experience running one of the largest global commercial air carriers. The board believes he is the right leader at the right time to drive the quality of

customer service that our passengers, partners and stakeholders expect and deserve while continuing our path towards operational and financial excellence,” said Amtrak Chairman of the Board Tony Coscia. “The board also appreciates all that Wick continues to do to improve Amtrak’s safety culture and strengthen our operating performance, including the important renewal work at New York Penn Station.”

Anderson, 62, most recently was executive chairman of the Delta Air Lines board of directors after serving as the airline’s CEO from 2007 to 2016. He was executive vice president at United Healthcare from 2004 to 2007 and CEO of Northwest Airlines from 2001 to 2004, which later merged with Delta. Anderson also served in the legal division at Continental Airlines and was a former county prosecutor.

Anderson earned a Bachelor of Arts degree at the University of Houston at Clear Lake City and a Juris Doctorate at South Texas College of Law. He is a native of Galveston, TX, where his father worked for the Atchison Topeka and Santa Fe Railway.

In 2014 Anderson was recognized as one of the World’s Best CEOs by Barron’s magazine and was ranked among the Top 25 Most Influential Industry Executives by Business Travel News. In 2013, he was recognized in Fortune magazine’s Top People in Business list.

AMTRAK ELECTRIC LOCOMOTIVES IN TRANSIT WESTBOUND THROUGH CHICAGO

CHICAGO, July 12, 2017, *Trains* News Wire – Two Amtrak AEM-7 locomotives arrived in Chicago Wednesday morning on the westbound Capitol Limited, train No. 29. They were spotted en route by trackside observers at Hammond, Ind., and later inside Chicago Union Station.

Jim Burd Photo ©

Nos. 928 and 942 pass Hammond, Ind. The latter powered Amtrak’s farewell excursion in June 2016 - Photo by James L. Burd

The motors are Nos. 928 and 942. The latter is notable for powering Amtrak’s AEM-7

farewell excursion from Washington, D.C., to Philadelphia in June 2016.

Unconfirmed reports indicate that they are possibly en route to the railroad test center near Pueblo, Colo.

The locomotives were built by EMD between 1978 and 1988 in suburban LaGrange and later rebuilt by Amtrak.

USDOT: AMTRAK’S PROPOSED 2018 BUDGET INCLUDES ALL AVAILABLE FUNDING

WASHINGTON, July 14, 2017, *Trains* News Wire – Senators used words like “concerned,” and “dismayed” as they considered the Trump administration’s proposed budget for the U.S. Department of Transportation during a hearing July 13. Members of the Senate Appropriations subcommittee on transportation were looking at an overall budget that’s been cut \$2.4 billion from the 2017 DOT budget.

If they were hoping that the administration would reconsider restoring some funding, the hearing’s sole witness, DOT Secretary Elaine L. Chao, gave them no comfort.

The administration proposes to reduce DOT’s annual budget from \$18.6 billion to \$16.2 billion. It would eliminate subsidies for Amtrak long-distance routes, and channel the funds into improving the infrastructure in the Northeast Corridor. It would provide enough money to continue funding transit and commuter rail projects under the Federal Transit Administration’s Capital Investment Program, but no funds for new starts.

Amtrak is depending on a Capital Investment Program grant to finance a portion of the costs of building a new tunnel under the Hudson River between Newark, N.J., and New York Penn Station. A recent report estimates that NJ Transit, the project manager, will need an estimated \$12.9 billion to build the new tunnel and rehabilitate the existing tunnel.

Questions ranged from the popular TIGER grant program, which would be zeroed out in 2018, to the Essential Air Service program that subsidizes service to smaller cities, which faces defunding, just like Amtrak’s long-distance trains.

“With regard to Amtrak, I am concerned about the impact that elimination of long-distance service would have on shared infrastructure with state-supported routes, such as the Downeaster in Maine,” said Sen Susan Collins, R-Maine, chairman of the subcommittee.

“Long distance routes contribute in part to the capital expenditures for the Northeast Corridor,” said Sen. Jack Reed, D-R.I., the ranking member on the subcommittee. “That’s something of concern to many of us on the committee. It appears there will not be adequate resources for the Northeast Corridor.” He asked Chao, “Are you able to focus additional resources on the capital infrastructure of the Northeast Corridor?”

“The Northeast Corridor is the only one that has ability to sustain itself,” Chao said. She said DOT is working closely with Amtrak and with local and state authorities in that region, but there is no money available, except what’s in the president’s budget.

Reed continued, “There is a massive capital investment need in the Northeast Corridor which goes beyond the capacity of Amtrak in any way, shape or form. That’s something I don’t see reflected strenuously enough in the budget.”

Sen. Christopher Coons, D-Del., said his concern was that cuts in Amtrak intercity service will increase congestion on the highways.

“Help me understand how you can justify cuts so deep and so broad in Amtrak funding that has demonstrated to have a positive impact on getting people off our highways and moving them efficiently,” Coons said.

"Hopefully rearranging all the fundings, and terminating federal funding for the long distances, will allow Amtrak to focus its resources on the most vibrant part of Amtrak," Chao said.

"The Northeast Corridor has a \$38 billion 'state of good repair' backlog. How do you envision that backlog being addressed?" Coons asked.

Chao's response seemed to say the repair backlog was Amtrak's problem.

"These are repairs which have been delayed and the maintenance requirements are immense," Chao said. "There has to be some way of looking at all these repairs, strategically figuring out best to prioritize these repairs, have a program, and then execute.

"Amtrak has a new president, and I am very hopeful the president and the board will be able to address some of these issues," Chao said.

USDOT TO PROVIDE \$537.1 MILLION LOAN FOR MOYNIHAN STATION REDEVELOPMENT

NEW YORK, July 6, 2017, *Trains* News Wire – The U.S. Department of Transportation's Build America Bureau will provide a \$537.1 million Transportation Infrastructure Finance and Innovation Act loan to the New York State Urban Development Corp. for the construction of the Moynihan Train Hall Redevelopment Project.

"This TIFIA loan will help transform the James A. Farley Post Office Building in Manhattan to include a modern, state-of-the-art train station, delivering extensive improvements for passengers in easing congestion and delays," says Transportation Secretary Elaine L. Chao. "This is an important investment in the Northeast Corridor's rail service and the economic vitality of the region."

The project is expected to relieve congestion at New York City's Penn Station, which is the busiest passenger transportation facility in the U.S. with 650,000 passengers per weekday.

Located in the James A. Farley Post Office Building, the project will be the new home of Amtrak and will serve as the arrival and departures hall for all Amtrak passengers in New York City. It will also provide ticketing and other facilities for Metropolitan Transportation Authority's Long Island Rail Road commuter service.

Construction of the Project has commenced and is expected to conclude in December 2020. The loan for the roughly \$1.85 billion project will provide financing to this public-private partnership, in which New York State Urban Development Corp., the Port Authority of New York and New Jersey, MTA, Amtrak, and private developers will provide the remainder of the approximately \$1.3 billion in funding for the project

ENVIRONMENTAL STATEMENT REFLECTS MORE ACCURATE COST OF PROPOSED GATEWAY TUNNEL

WASHINGTON, July 7, 2017, *Trains* News Wire – A few months ago, news media widely cited Amtrak officials on the cost to build a new tunnel under the Hudson River – around \$7.7 billion. Earlier this week, Federal Railroad Administration and NJ Transit released a draft environmental impact statement that increases the estimate to \$12.9 billion.

That's a major increase, but \$11.1 billion to construct a new tunnel into New York's Penn Station complex, and \$1.8 billion to rehabilitate the existing century-old tunnel is closer to reality, according to Craig Schulz, Amtrak spokesman.

Schulz says that the original estimate was "highly conceptual." It was made before planners determined the preferred route and factored in the cost of security and real estate, plus a 3.5 percent factor for inflation.

"The number will continue to fluctuate as engineering and design advances – this is to be expected," Schulz says.

The project partners, including Amtrak, NJ Transit, and the Port Authority of New York and New Jersey, along with the FRA are still working on a finance plan. The plan will determine what the Gateway Program will ask the federal government to grant.

The preferred tunnel route would be 12,365 feet long with two tracks in separate tubes. It would follow "the horizontal alignment of the former ARC Project." The Access to the Region's Core Project, known as ARC, was a plan to build a new tunnel into Penn Station for commuter trains only. New Jersey Gov. Chris Christie canceled the project when cost estimates approached \$15 billion.

"We're going out to industry and getting feedback from the experts in the different ways to structure the procurement," Schulz tells *Trains* News Wire. The project could be a form of design-build, or a public-private partnership.

The unanswered question is whether or not the Trump administration will support the project. On one hand, the 2018 budget proposal provides no funds for new starts under the Federal Transit Administration Capital Investment Grant program. The tunnels would be funded by a core capacity infrastructure grant under FTA's program.

However, administration officials, led by Secretary of Transportation Elaine L. Chao, have acknowledged in congressional testimony that the Gateway Program, which includes the tunnels, is a project of greatest importance.

"We have been in very close contact with USDOT. We've gotten tremendous technical assistance from them. We would not be able to expedite the environmental process without their extraordinary cooperation and collaboration," Schulz says. "We have done, and continue to do everything we can to emphasize the importance and urgency of this project. I think they understand that."

Sometimes overlooked is another part of the tunnel project, replacement of the Portal Bridge, a swing span across the Hackensack River in Newark, N.J., built by the Pennsylvania Railroad in 1910. With 450 trains a day, several sources declare it the busiest railroad bridge in the Western Hemisphere. The bridge clears the river by just 24 feet, so it must be opened for barge traffic. The replacement "North Portal Bridge" would be a two-track fixed span high enough to clear water traffic. In the future a second bridge at the same location would add two tracks to access Penn Station.

Schulz calls the bridge "Phase 1a" of the project that includes tunnel construction and rehab. He said the bridge has the permits, and could begin construction immediately. The estimated cost is \$1.5 billion. Half of that has been raised among local partners, Amtrak, NJ Transit, and the Port Authority of New York and New Jersey.

They are now waiting for a federal funding commitment.

Failure of the bridge or tunnel could cripple 10 percent of the country's gross domestic product – generated in the region around New York City.

"These are projects of national significance that don't move forward without a federal funding partner," Schulz says.



U.S. DEPARTMENT OF TRANSPORTATION ADVANCES RAIL PLANS FOR NORTHEAST CORRIDOR

Sets Stage for Expedited Permitting Process for Rail Infrastructure Projects

WASHINGTON, July 12, 2017, FRA Press Release - The U.S. Department of Transportation's Federal Railroad Administration (FRA) today released the Northeast Corridor (NEC) FUTURE Record of Decision (ROD). NEC FUTURE is FRA's comprehensive planning effort to identify ways to improve the reliability, capacity, connectivity, performance and resiliency of passenger rail service throughout the Northeast Corridor through 2040 and beyond.

The ROD marks the completion of the Tier 1 environmental review process under the National Environmental Policy Act (NEPA), and establishes a long-term strategy for the NEC. The NEC FUTURE ROD expedites the environmental review process by focusing Tier 2 (project-level) environmental planning work and future analysis on priority issues, and by establishing agency relationships and agreements that will expedite and coordinate reviews, and by narrowing the range of possible alternatives that

would need to be examined at the project level.

The ROD also allows priority projects to move forward more expeditiously, because the Tier 1 environmental review process will already have been completed.

“Safe, reliable and efficient rail transportation is a vital part of our nation’s infrastructure,” says U.S. Department of Transportation Secretary Elaine L. Chao. “And expediting the project delivery process is key to delivering needed infrastructure more quickly.”

Developed in concert with NEC states, local communities and railroads and with significant input from the public, the NEC FUTURE ROD lays out a menu of potential ways to improve passenger rail service by:

- Increasing, and in some areas doubling, the number of regional commuter trains and providing three to five times more intercity trains.
- Improving travel times between key city centers: Boston to New York City would be 45 minutes faster; New York City to Washington, D.C., would be 35 minutes faster.
- Expanding the NEC to a 4-to-6-track modernized, integrated rail network with sufficient capacity to accommodate the projected increase in demand for intercity and commuter rail service.
- Adding more than 200 miles of expanded track capacity between Washington, D.C., and New Haven, Conn., and between Providence, R.I., and Boston, Mass.
- Creating a seamless customer experience through integrated ticketing and convenient connections.
- Preparing for the future by stipulating that “new segments should be designated for 220 mph operations, unless there are unique or exceptional constraints that justify limiting the highest practical speed.”
- Calling for a New Haven-to-Providence Capacity Planning Study to identify on- and off-corridor infrastructure to address the capacity constraints, speed restrictions and flooding vulnerability along the Connecticut and Rhode Island shoreline.

“Given the high cost projections of the recommendations in the NEC ROD and the reality of state budgets, the completion of the Tier 1 study will enable states to better prioritize which projects to pursue,” said FRA Deputy Administrator Heath Hall. “Through this effort, localities will have a clearer picture of how their projects will fit in with the rest of the Northeast corridor.”

The NEC mainline is 457 miles long, stretching from Washington, D.C., to Boston. Adding the “connecting corridors” (including Richmond, Virginia, and Albany, New York, etc.) ensures that the corridor rail lines total 899 miles. Every weekday, about 820,000 passenger trips occur along the NEC corridor -- 95 percent of them on eight commuter railroads and about 5 percent via Amtrak. The ROD assumes that by 2040, ridership will grow about 70 percent at New York’s Penn Station, greater than 80 percent at Washington, D.C.’s Union Station and 50 percent at Boston’s South Station.

The NEC FUTURE ROD does not include funding recommendations to implement suggested improvements, in recognition that those decisions must be made by local and regional stakeholders. The approximate total cost estimate for all projects known to be within the parameters of the ROD totals \$121 billion to \$153 billion.

For more information, visit www.NECFUTURE.com

START-DATE SET FOR ROANOKE PASSENGER SERVICE RETURN

ROANOKE, Va., July 19, 2017, *Trains News Wire* - Amtrak and the Virginia Department of Rail and Public Transportation, working in cooperation with Norfolk Southern, announced this week that Oct. 31 will be the start date for Northeast Regional revenue service to and from Roanoke, Va. Beginning on that day, the one daily round-trip between Lynchburg, Va. and Boston or New York, via Charlottesville and Manassas, Va., and Washington, D.C., will be extended to Roanoke. This will be the first regularly scheduled passenger train to serve Roanoke in 38 years.

The exact schedule has yet to be announced and tickets have not yet gone on sale, but weekday northbound train 176 to Boston will likely depart Roanoke around 6:20 a.m. and the weekday southbound train 171 from Boston will arrive there shortly before 10:00 p.m. On weekends, northbound train 156 to New York will likely leave Roanoke around 8:50 a.m. and southbound train 147 (Saturdays from Springfield, Mass.) or 145 (Sundays from New York) will arrive there between 9:30 and 10:00 p.m. Travel time from Roanoke to Washington will be about five hours; to New York will be just under nine hours.

Amtrak has been conducting test runs over Norfolk Southern’s ex-Norfolk & Western trackage between Lynchburg and Roanoke during June and July using a typical Northeast Regional Amfleet I consist. The first revenue trainset will be brought to Roanoke during the day on Monday, Oct. 30, for a ribbon-cutting ceremony and will lay over in preparation for Tuesday morning’s inaugural revenue departure.

The Roanoke station will be located on Norfolk Avenue downtown near the city’s bus hub, roughly across the four-track main line from the 1946-built mid-20th century Norfolk & Western depot, now housing the O. Winston Link Museum and a regional visitors’ center. An 800-foot high-level platform fully covered by a canopy, long enough to berth a typical eight-car Northeast Regional consist and compliant with Amtrak standards, is being built there.

The long-planned service extension, work on which began three years ago, comes thanks to the Commonwealth of Virginia’s unique purchase of service arrangement with Norfolk Southern, wherein the state purchases a certain amount of capacity from the railroad, allowing it to pay for necessary track upgrades, in exchange for a commitment to host the passenger train and meet certain performance standards. The Roanoke extension cost the Virginia commonwealth \$100 million.

The department has plans to extend passenger service further southwest to Bristol, Va., over the ex-Norfolk & Western, but this would require a reworking of the trains’ schedules to avoid unattractive early departure times or late arrival times southwest of Roanoke.



CSX DISPATCHERS TO SOON RETURN TO JACKSONVILLE

JACKSONVILLE, Fla., June 26, 2017, *Trains News Wire* - CSX Transportation is in the early planning stages of re-centralizing all of its train dispatchers to Jacksonville. The decision would relocate approximately 355 train dispatchers from nine offices to one single office near the railroad’s headquarters in Jacksonville.

“We did receive notice from CSX of its intent to relocate all train dispatchers back to Jacksonville and we have started the meeting process with the company in an effort to achieve in implementing an agreement if we can,” says American Train Dispatcher Association Vice President Rory Broyles in an interview with *Trains News Wire*.

Broyles says the labor union received notice from CSX that outlined its intentions to have all dispatchers back in Jacksonville before the end of October 2017.

The business decision would not result in any furloughed dispatchers based on the information supplied by CSX to the union, Broyles confirms. When asked about the re-centralization, CSX spokeswoman Laura Phelps said the railroad is undertaking a comprehensive of the company’s operations and is making changes across its entire network.

“While CSX CEO Hunter Harrison mentioned in a conference call with financial analysts on April 20 that the number of dispatching offices CSX operates would be under review, CSX has not announced any specific plans to date,” Phelps said in a prepared statement to *Trains News Wire* in early June.

“If changes are made, the company will communicate them to employees, customers and other stakeholders who may be impacted,” she added.

CSX operates nine major dispatching centers categorized by its divisional

territories. The centers include the Jacksonville Division in Jacksonville; Atlanta Division in Atlanta; Louisville Division in Louisville, Ky.; Florence Division in Florence, S.C.; Nashville Division in Nashville, Tenn.; Baltimore Division in Baltimore; Chicago Division in Chicago; Albany Division in Albany, N.Y.; and the Great Lakes Division in Indianapolis.

According to a copy of the railroad's notice obtained by *Trains News Wire*, CSX would remodel its dispatching center at 3019 Warrington Street in Jacksonville to accommodate all of the dispatching offices.

"After the relocation, offices will continue to be responsible for dispatching the separate territories that they dispatch today," reads the notice.

The document states the relocation will occur in stages.

"CSXT expects the relocation to begin in or around August 31, 2017 and be completed on or about October 15, 2017," according to the document.

Ten years ago this month, CSX management announced it would decentralize its dispatching operations in favor of a more efficient operation.

In June 2007, then CSX spokesman Gary Sease told the *Florida Times-Union* that the relocation would improve the productivity and efficiency of train-dispatching operations.

"We're taking these dispatching functions out of headquarters," Sease said in 2007, "and putting them into field offices, closer to where the train operations occur."

At the time, CSX management said the realignment would result in more effective and efficient decision-making, improved system reliability, and improved train performance.

It was soon thereafter that CSX began retrofitting its divisional offices with technology and infrastructure to accommodate the realignment. CSX dispatchers have since been dispatching trains from those divisional offices.

In January 2016, CSX announced it would dissolve its Huntington Division in Huntington, W.Va., and relocate dispatchers and other union employees to adjacent divisions. The decision affected more than 120 management and union employees.

Many of those dispatchers were relocated to adjacent territories governed by offices in Indianapolis, Baltimore, Atlanta, and a small dispatching center near Cincinnati.

It is not yet clear whether CSX may look to sell the commercial properties that house their current dispatching centers or if the railroad could re-use the buildings.

NTSB: CSX CREW SETTING OUT CAR AT TIME OF FATAL STRIKE

WASHINGTON, July 12, 2017, *Trains News Wire* – Two CSX Transportation employees that were struck and killed by an Amtrak train on June 27 had completed an inspection and were walking back to the head end of their train. That information comes from a preliminary report published July 11 by the National Transportation Safety Board.

The report states that at 11:18 p.m., the conductor and conductor trainee of CSX intermodal train Q137 were walking in the space between the CSX two-track main line and Amtrak's Northeast Corridor. The two lines run in parallel for about 1 mile in the Ivy City section of northeast Washington.

Amtrak Northeast Regional train No. 175 was westbound for Washington Union Station at about 75 mph on the inner of the two NEC tracks. Northeast Regional train No. 66 was headed east on the other track about the same time. Both engineers stated they started blowing their horns when they saw the CSX employees on the track, the report says.

Before the accident, the a CSX dispatcher notified the train crew that an equipment detector indicated an overheated bearing or a defective axle on one of the cars. The CSX engineer said that the two conductors had gone back to inspect the car with the suspect axle.

The report says that the crew had decided to set out the defective car. To do so the train crossed tracks at a crossover, which put the head end of the

train on the track closest to train No. 175's path.

The report says the conductor checked with his supervisor and the mechanical department and decided to inspect a second car. The supervisor drove to the scene to assist in the inspection. The employees were struck about 350 feet from the head of the train.

The preliminary report does not provide further details, or determine a cause. NTSB investigations typically take a year to complete.

CSX PUTS 'FINAL TOUCHES' ON PITTSBURGH AREA INTERMODAL TERMINAL

PITTSBURGH, July 3, 2017, *Trains News Wire* (Edited) – CSX Transportation is on schedule to open its new Pittsburgh intermodal rail terminal in August. Located in McKees Rocks, the \$60 million project redevelops a former Pittsburgh & Lake Erie Railroad yard into a modern-day intermodal facility.



**A DIGITAL RENDERING OF THE PITTSBURGH INTERMODAL RAIL TERMINAL THAT WILL OPEN IN LATE AUGUST
CSX TRANSPORTATION**

"Crews are putting the finishing touches on the new Pittsburgh intermodal rail terminal in time for a late-August opening," CSX spokeswoman Laura Phelps tells *Trains News Wire*. "CSX Intermodal is also finalizing the service plan for the terminal, which will serve the

Pittsburgh area, East Coast ports, and many domestic markets that do not have an intermodal option today."

Crews have spent the past several years building the intermodal facilities and support infrastructure. Earlier this year, three gantry cranes were assembled on site and in mid-June, the railroad issued job and contract services information for the facility.

The 70-acre site will result in 30 to 40 permanent operating jobs and 150 indirect jobs. The site will feature two processing tracks, one support track, and one lead track.

The Pittsburgh intermodal terminal is part of the railroad's \$850 million National Gateway project, a public-private partnership that creates an intermodal corridor between Midwestern inland ports and coastal ports in the Mid-Atlantic region.

Specific projects associated with the National Gateway project include the North Baltimore, Ohio, intermodal facility, double stack clearances on the former Baltimore & Ohio mainline through eastern West Virginia and Maryland, the Virginia Avenue tunnel project in Washington, D.C., and investments in new intermodal service and facilities in North Carolina. When fully operational, the National Gateway project aims to provide efficient double stack intermodal service between coastal North Carolina and the Midwest.

CSX OPERATIONS CHIEF SAYS TRANSFORMATION REMAINS ON TARGET

JACKSONVILLE, Fla., July 12, 2017 – The implementation of precision scheduled railroading continues to drive operational improvements at CSX Transportation, even if the results are not reflected in weekly performance figures.

CSX's terminal dwell increased 8 percent in June, while average train speed decreased 4 percent, according to metrics the Class I railroads are required to report to federal regulators.

But what the performance measures don't show, Chief Operating Officer Cindy Sanborn tells *Trains News Wire*, is how CSX has slashed transit time by reducing the number of times cars are handled en route.

"What you don't see are the cars that used to go into that terminal...but don't go into the terminal anymore," Sanborn says.

So although dwell may have inched upward to 26 hours, when a car is handled just once en route – instead of twice – it is still arriving at its destination a day faster than before. That reduces costs for shippers, Sanborn says, particularly those who can reduce the size of their private car fleets as cycle times improve.

CSX has cut transit time by nearly a day for scheduled merchandise loads since E. Hunter Harrison became CEO in March. The railroad says it's also providing more consistent service, with on-time arrivals up 36 percent between March and early June.

CSX won't release current on-time performance figures until next week as part of its quarterly earnings report. But Sanborn says on-time performance has held steady. As of June 10, 89 percent of trains departed on time, while 79 percent arrived on schedule.

Minimizing car handling is one of the central elements of precision scheduled railroading. Converting seven of the railroad's dozen hump yards to flat-switching facilities is part of the sweeping changes CSX is making to its operating plan.

The goal is not necessarily to shut down humps, but to speed transit times. "That's the real mission," Sanborn says.

Previously, road trains would pick up blocks of traffic bound for the nearest hump yard, where the traffic would be classified.

Now, Sanborn says, only traffic that needs to go to the hump or former hump yard is set off there. Locals still pre-block traffic for the nearest hump yard, but they also build blocks for additional destinations. Road trains then pick up those blocks, which are then block-swapped or switched closer to their ultimate destinations.

The result is faster, more consistent transit times, Sanborn says. "We've made a lot of progress," Sanborn says.

But she cautioned that the improvements won't necessarily come at a steady pace and that it's not possible to extrapolate from week-to-week or even month-to-month changes in metrics like velocity and dwell. "We're not going to see a straight line in measurements," Sanborn says.

"You'll find there will be bumps in the road," she adds, noting that's to be expected when changes are rolled out. "They don't always go exactly as you want."

The operations team then tweaks the plan a time or two to work out any kinks, Sanborn says.

CSX remains in the early innings of implementing precision scheduled railroading.

The operations team is currently focused on balancing daily traffic flows, partly by shifting some unit train traffic into merchandise service. The goal is to operate the same number of trains in each direction on every corridor, Sanborn says. This improves locomotive and crew utilization by reducing deadheading moves. It also allows CSX to provide daily service.

The railroad continues to refine its operating plan in an effort to move the same amount of tonnage on fewer trains, which cuts costs and reduces congestion.

CSX ABOLISHES SEVERAL OPERATING RULES

JACKSONVILLE, Fla., July 14, 2017 – CSX Transportation is continuing to make changes to its operational structure, especially through a series of recent operating rule abolishments.

On July 10, Trains News Wire acquired a copy of a CSX bulletin informing railroad crews that it would be prohibiting the use of brake sticks. The procedure, known as Safe Way Rule 2104.1, has been updated to inform train conductors and crew members that the use of a brake stick is prohibited for any task on CSX property.

Sources familiar with the matter say that brake sticks are often difficult to locate in sidings or at rail yards and that the time it takes to locate a brake stick may be perceived as inefficient to railroad management.

Getting rid of brake sticks is not the only rule amendment to take place

under the leadership of CEO E. Hunter Harrison.

In late June, the railroad also informed its train and engine crews that it would be getting rid of the operational procedure known as three-step protection. In a notice sent to CSX railroaders on June 27, CSX announced that it had deleted the three-step protection term and its definition formerly governed under Operating Rule 205.6.

Three-step protection is a term used by several Class I, shortline, regional railroads to define when it is safe for a conductor or other employee to go between, behind, or under rail equipment. Three-step protection requires the locomotive engineer to apply the train's automatic and independent brakes, place the locomotive's reverser in the neutral position, and open the general field switch.

Now, conductors or other operators on CSX only have to receive a verbal radio transmission from the engineer that the train will not be moved until the inspection is complete.

"As part of an ongoing comprehensive review of company operations, CSX continues to make rule changes across its network, including changes to operating rules, to improve safety, efficiency and service to customers," CSX spokesman Rob Doolittle says. "As these operational changes are made, CSX managers are communicating with employees and conducting additional training in the field as necessary."

CSX CORPORATION ANNOUNCES SECOND QUARTER EARNINGS AND INCREASE IN SHARE REPURCHASE PROGRAM

JACKSONVILLE, Fla., July 18, 2017, CSX News Release (Edited) - CSX Corporation today announced second quarter 2017 net earnings of \$510 million, or \$0.55 per share, up from \$445 million, or \$0.47 per share, in the same period of last year. Excluding a \$122 million restructuring charge in this year's second quarter results, adjusted earnings per share was \$0.64.

"We are implementing Precision Scheduled Railroading on an expedited timetable, converting switching operations, balancing the network, streamlining resources and getting more out of our assets," said E. Hunter Harrison, president and chief executive officer. "Although there still remains a lot to be done, we are confident that these initiatives will drive improved customer service, greater resource efficiency and superior shareholder value."

Revenue for the second quarter increased 8 percent when compared to the previous year, with growth across nearly all markets. This growth was primarily driven by coal-related gains, strength in core pricing and volume across the other markets, and increased fuel recovery.

In the second quarter, CSX delivered improved asset utilization, cost control and fuel optimization. These operational improvements, coupled with the benefits from the management restructuring that was completed early in the second quarter, drove \$90 million in efficiency gains. These gains more than offset the cost of inflation in the quarter.

CSX is intensely focused on implementing Precision Scheduled Railroading throughout the system. The company is on track to achieve record efficiency gains and a step-function improvement in its key financial measures for the year given continued economic growth and stable coal markets.

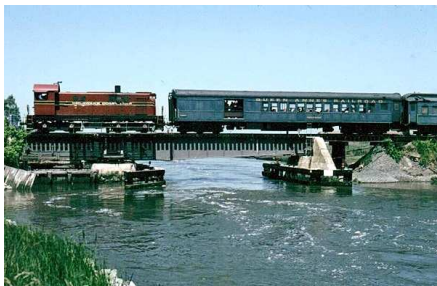
Adjusting for restructuring charges, CSX continues to expect to drive a full-year operating ratio in the mid-60s, earnings per share growth of around 25 percent off the 2016 reported base of \$1.81, and free cash flow before dividends of around \$1.5 billion.

As a result, the Board authorized an additional \$500 million for the current share repurchase program, which now totals \$1.5 billion. As part of this program, nearly \$500 million of company shares were repurchased in the second quarter. At the same time, the company is currently evaluating its cash deployment strategy with respect to capital structure and shareholder distributions, and is committed to an investment grade rating.



SWING BRIDGE IN DELAWARE CASUALTY OF LINE CLOSURE

LEWES, Del., July 12, 2017, *Trains* News Wire - One of the last manually-operated rail drawbridges in North America may be set to close forever. The Delaware Coast Line has filed to abandon service on the eastern half of its Georgetown-to-Lewes branch after it was determined that repairs to the swing bridge over the Lewes-Rehoboth Canal in Lewes after repairs were found to be too costly. The 1916 swing span, erected as part of the construction of the Lewes-Rehoboth Canal, was closed in September 2016 after it was discovered it had dropped 7 to 8 inches due to settlement of the structure in the canal. The line currently is owned by Delaware Department of Transportation and operated by the Delaware Coast Line Railroad under contract.



A SPECIAL DELAWARE COAST LINE EXCURSION CHARTERED BY THE BALTIMORE CHAPTER, NRHS, PULLED BY ALCO T6 No. 19, OPERATES OVER THE LEWES DRAWBRIDGE IN MAY 1994 - PHOTO BY ROGER COLE

C.R. McLeod, the transportation department's director of community relations, said repairs could be more than \$3 million, according to the *Lewes Cape Gazette*.

SPI Pharma, a pharmaceuticals plant located just outside Cape Henlopen State Park, was the lone customer beyond the bridge with two to three deliveries

per month. The company has been trucking freight since the bridge was closed in September.

"We've met with SPI Pharma and Delaware Coast Line Railroad and informed them of our decision," McLeod said.

Three tank cars have been stranded at SPI Pharma since the September closure, and they will have to be returned to a rail connection before the railroad is officially decommissioned. Officials say the bridge will be jacked up and stabilized to accommodate one last trip for that purpose.

The offset swing span, which rotated on a central pier, was normally left in the open position, and swung closed by means of rail employees inserting a crank arm and rotating a gear against a center ring. The railroad had been used by the Queen Anne's Railroad excursion operation in the 1990s, but only two chartered passenger trains had operated over the bridge, the last in May 1994 behind DCL Alco T6 No. 19. The bridge is one of the last moveable rail bridges in North America that is still manually-operated; another survivor is in operation on the former Raritan River Railroad in South River, N.J., now operated by Conrail Shared Assets.

According to an excerpt from Lewes historian Hazel Brittingham in the *Journal of the Lewes Historical Society*, the original bridge at the site was constructed with the arrival of the Junction and Breakwater Railroad in Lewes in 1869. The Pennsylvania Railroad, due to a need for a moveable bridge, modernized it in 1916 when the canal was built. The bridge underwent a major reconstruction in 1997.



NORFOLK SOUTHERN TO CONSOLIDATE OPERATING DIVISIONS TO ENHANCE SERVICE AND GAIN EFFICIENCIES

NORFOLK, Va., July 18, 2017, Norfolk Southern News - As part of ongoing efforts to enhance customer service and improve operating efficiencies, Norfolk Southern (NYSE: NSC) plans to consolidate its Central Division headquarters operations in Knoxville into three surrounding divisions.

The consolidation, effective on or about Nov. 1, will reduce the number of operating divisions on NS' system to nine from 10. Dispatching

responsibilities now handled from the Central Division, which includes track primarily in Tennessee and Kentucky, will be divided among operating divisions headquartered in Birmingham, Ala., Decatur, Ill., and Fort Wayne, Ind.

The move will affect a total of about 50 employees who work at the Central Division headquarters in management, dispatching, and clerical positions. Dispatchers will have the opportunity to transfer to one of the other three divisions or apply for vacancies across the system. Administrative and clerical employees will be offered opportunities to apply for vacant positions elsewhere.

Current yard and field operations on the Central Division will not be affected by the headquarters closure but will be reassigned among the other three divisions. More than 250 employees will remain in Knoxville to provide safe and reliable service to local customers and support the yard's role as a hub for through-train operations.



Norfolk Southern Operating Divisions

| Northern Region | | Southern Region | |
|---------------------------------|---------------------|------------------|---------------------|
| ★ Corporate Headquarters | Dearborn Division | Alabama Division | Central Division |
| ● Division Headquarters | Harrisburg Division | Georgia Division | Piedmont Division |
| --- Trackage and Haulage Rights | Illinois Division | Lake Division | Pocahontas Division |
| | Pittsburgh Division | | |

MAP FROM NORFOLK SOUTHERN VIA TRAINS NEWS WIRE



READING & NORTHERN TO LAUNCH FIRST READING EXCURSIONS OCTOBER 1

READING, Pa., July 10, 2017, *Trains* News Wire - For the first time in Reading & Northern history, the railroad will operate fall foliage trains starting in the Reading area. Diesel-powered trips will operate Oct. 1, 21-22, and 28-29, while steam-powered trips with 4-6-2 No. 425 will operate Oct. 7-8 and 15.

These trips will originate at the recently opened Reading Outer Station, make a stop in Port Clinton, and then continue on to Jim Thorpe. There, passengers will have some time to explore the city.

Standard seating on diesel-powered trips is \$39 per person, with options available for Pullman or parlor car seating. Tickets on steam-powered trips start at \$69. Food is included with the price of all tickets.

All trains will leave Outer Station at 9 a.m. and stop at Port Clinton at 10 a.m. The trains will arrive in Jim Thorpe by 12:15 p.m. and depart for return trip at 3:30 p.m.

In addition, on Oct. 14, the railroad will be run a Railfan Steam Special, which will only take passengers at Outer Station, offering railfans the

opportunity to ride behind the steam locomotive in an open gondola car for \$125 per ticket. Standard coach seating will be \$99. Of note for railfans, there will be no auxiliary tender or diesel assist that day.

For more information, go to www.rbmnr-r-passenger.com



NJ TRANSIT TRAIN DERAILS IN NEW YORK PENN STATION

NEW YORK, July 7, 2017, *Trains* News Wire

(Edited) – Just a few days before major repairs are set to begin at New York's Penn Station, a NJ Transit commuter train has derailed in the station, the *New York Daily News* reports. The incident happened around 9:10 p.m. on Thursday, July 6 when train No. 3276, en route to Penn Station from Long Branch, N.J., derailed on Track 11 in Penn Station.

According to NJ Transit spokeswoman Lisa Torbic, one car derailed in Thursday's incident. There were about 180 people on board the train and no injuries are reported.

It is the third derailment to take place at Penn Station in three months and the incident takes place just a few days before a major service disruption is planned for the station.

The extent of track and equipment damages in Thursday's derailment was unclear, but Amtrak and other commuter rail service had been suspended in and out of Penn Station as of Thursday night.

NJ TRANSIT ADOPTS FISCAL YEAR 2018 OPERATING, CAPITAL BUDGETS

Operating budget keeps fares stable; Capital budget continues financial commitment to enhance overall customer experience

NEWARK, NJ, July 12, 2017, NJ Transit News Release — The NJ TRANSIT Board of Directors today adopted a Fiscal Year 2018 (FY 2018) operating budget and capital program that supports continued investments in infrastructure and equipment to maintain the system in a state of good repair and enhance the overall customer experience.

"NJ TRANSIT is moving forward with a balanced budget that reflects a laser-like look at individual business lines in order to maximize efficiencies and maintain a safe transportation system," NJ TRANSIT Executive Director Steven H. Santoro. "As transit professionals, we owe our customers and stakeholders a solid plan that has the least impact on our riders. After much hard work, I am confident we delivered on that."

The Board adopted a \$2.218 billion operating budget and a \$1.367 billion capital program for Fiscal Year 2018.

Almost half of the revenue in the FY 2018 operating budget comes from passenger revenue (\$1.014 billion), supported by a comparable amount from state and federal program reimbursements (\$947.7 million) with the balance from a combination of commercial revenues (\$115.2 million) and state operating assistance (\$140.9 million).

The capital program calls for continued investment in the state's transit infrastructure to maintain a continued state-of-good-repair and provide reliable transit service.

Operating Budget

The FY 2018 operating budget reflects an increase of state and federal reimbursements, which will enable NJ TRANSIT to meet the agency's projected expenses this fiscal year. Approximately 61 percent of the operating budget is dedicated to labor and fringe benefits costs. Other significant expenses include materials and supplies and purchased transportation, which equal 25 percent of the operating budget.

Overall passenger revenue and commercial revenue represents approximately 51 percent of the total revenue.

Capital Program

The FY 2018 capital program continues to prioritize investment in infrastructure to maintain an overall state of good repair, enhance safety and reliability, and improve the overall customer experience on the system. With the FY 2018 capital program, NJ TRANSIT continues its financial

commitment to Positive Train Control.

The program continues to invest in railroad bridge rehabilitation, track replacement, signal upgrades, repairs to overhead power lines and electric substations as well as investments into the state-of-good-repair of the Northeast Corridor (NEC), the agency's most utilized rail line.

Approximately 53 percent of the program funds the basic capital program improvements needed to maintain and improve the transit system, including \$201 million in rail infrastructure needs and \$109 million in rail rolling stock improvements.

Other highlights of the program include \$47 million in rail station improvements: \$3 million for Cranford Station; \$9 million for Elizabeth Station; \$18 million for Perth Amboy Station; \$2 million for Roselle Park Station; and \$6 million for other station and terminal improvements, inspections and repairs.

The program also supports continued investment in the light rail system with \$168 million being invested in bus and light rail infrastructure improvements: \$99 million for replacement vehicles; \$11 million for the Capital Asset Replacement Programs for both the Newark Light Rail and Hudson-Bergen Light Rail systems; and \$17 million for bus passenger facilities and bus support facilities/equipment.

In addition, this budget allows for \$86 million to be invested in system-wide improvements including: \$9 million in technology improvements and \$6 million for safety improvements; \$33 million in system expansion improvements, including \$29 million for Northern Branch Expansion and \$4 million for the Hudson-Bergen Light Rail Route 440 Improvement.

Approximately 50 percent of the capital budget comes from the Transportation Trust Fund (TTF), with 47 percent from the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), and 3 percent from other sources.



DeIDOT BREAKS GROUND FOR NEWARK REGIONAL TRANSPORTATION CENTER

NEWARK, Del., July 18, 2017, Railway Track & Structures - Delaware Department of Transportation (DeIDOT) celebrated the groundbreaking for the Newark Regional Transportation Center, parking lot and access road on July 17.

"This project represents an important part of our efforts to support the rebirth of the former Chrysler plant property. Having a modern rail facility in Newark is another great incentive for growing companies to choose the STAR Campus," said Delaware Gov. John Carney.

The improved station will provide an Americans with Disabilities Act (ADA)-compliant high-level platform, expand parking and provide significantly improved passenger amenities including a station building with bathrooms. This project will be built by multiple construction contracts. This first construction project will build the expanded surface parking lot, access road and related improvements.

"Breaking ground on this project has been a long time coming," said U.S. Senator Thomas Carper (D-Del), who helped secure a \$10 million Transportation Investment Generating Economic Recovery (TIGER) IV grant for the transportation center in 2012. "When it's finished, this federal investment will make our local transportation system more efficient, while also making it safer for drivers and passengers alike."

The project is partially funded by a \$10 million TIGER IV Grant from the Federal Transit Administration (FTA).

Future construction projects will consist of a station building, platform, track modifications and pedestrian overpass.

"The Newark Regional Transportation Center is a result of numerous parties - DeIDOT, Governor Carney, our congressional delegation, the University of Delaware, Amtrak and Southeastern Pennsylvania Transportation Authority (SEPTA) - listening to the needs of our residents and business communities about how we can improve mass transit along the Northeast Corridor," said

Secretary of Transportation Jennifer Cohan.



BATORY PICKED FOR FRA ADMINISTRATOR

WASHINGTON, July 11, 2017, Railway Age - The White House on July 10 announced that President Donald Trump intends to nominate Ronald L. Batory, who recently retired as President and Chief Operating Officer of Conrail, as the next Federal Railroad Administrator.

Batory retired March 31 as President and COO of Conrail, following a 46-year rail operating career that included the presidency of the Belt Railway of Chicago and senior positions at Class I and regional railroads, including general manager in Chicago for Southern Pacific. He earned a bachelor's in business from Adrian College and a master of arts from Eastern Michigan University.



RONALD L. BATORY

"Not since Canadian born Reginald Whitman was administrator (1969-1970), following a 40-year career at Great Northern Railway (1929-1969), has there been one with as comprehensive a rail operating background as Batory," notes Railway Age Capitol Hill Contributing Editor Frank N. Wilner.

Batory was one of four short-listed candidates for FRA Administrator, and was in most circles considered the front-runner. Of the four—Batory; John J. Brennan III, senior commerce counsel, Union Pacific; Roger Shane Karr, chief of staff to House Majority Leader Kevin McCarthy (R-Calif.); and Steve Martinko, a government affairs counselor with the law and lobbying firm K&L Gates—Batory was the only candidate with railroad operating experience. His accomplishments at Conrail in large part led to the railroad's selection as Railway Age's 2017 Regional Railroad of the Year.

The U.S. Senate must confirm Batory as FRA Administrator, along with many other Trump nominations for key government posts. At this point it is unclear whether a confirmation hearing will take place prior to the Senate recessing from the summer, in August.

Saturday & Sunday, Sept. 2-3, 2017

Steamtown Railfest 2017 at the Steamtown National Historic Site, 350 Cliff St, Scranton, Pa. 18503. This year's theme is the Steam-Diesel Transition. Info: www.facebook.com/events/1864867800398997/

Saturday, Sept. 9, 2017

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

Sunday, Sept. 10, 2017

Fall Hamburg Dutch Train Meet at the Hamburg Fire Company Field House, 123 South 4th Street, Hamburg PA 19526. Info: Ralph Maurer at 610-987-3144 or ralphthetrainguy@yahoo.com

Thursday, Sept. 21, 2017

Monthly meeting of the Wilmington Chapter, NRHS in the Darley Room at the Claymont Community Center, 3301 Green Street, Claymont, Del. 19703. Program by Tony Macrie, President of the Cape May Seashore Lines. Info: www.wilmingtonnrhs.com

Friday-Sunday, Sept. 22-24, 2017

Reading Railroad Modelers Meet V at the Reading Railroad Heritage Museum in Hamburg, Pa. Info: www.ReadingRRMM.com

Sunday, Sept. 24, 2017

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

Saturday & Sunday, Oct. 7-8, 2017

Delaware Train Show & Octoberfest Toy Show 2017 at the Nur Shrine Center, 198 South DuPont Highway, New Castle, DE 19720. Adm: \$5.00, under 12 free, Early Buyers \$10.00. Info: www.toyshow.org

Saturday & Sunday, Oct. 7-8, 2017

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

Thursday - Sunday, Oct. 12-15, 2017

NMRA Mid-Eastern Region Susquehannock Convention at the Sheraton Harrisburg Hershey Hotel, 4650 Lindle Rd., Harrisburg, PA 17111. Info: www.mer2017.org

Thursday-Saturday, Oct. 19-21, 2017

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

Saturday, Oct. 21, 2017

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

Thursday - Saturday, Oct. 26-28, 2017

2017 NRHS Fall Conference, Advisory Council and Board of Directors' Meetings in Kansas City, Mo. Info: www.nrhs.com

TIMETABLE 08-17

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

Sundays thru Sept. 24, 2017

Manheim Train Station open to public, 210 S. Charlotte St., 1-4 pm. Station, Trolley, Model Train Display, 1917 PRR Cabin Car. Adm: free. Info: www.manheimpa.com

Saturday & Sunday, Aug. 5-6, 2017

Greenberg's Train & Toy Show at the Maryland State Fairgrounds, 2200 York Rd., Timonium, MD 21093. Info: www.greenbergshows.com



Friday-Sunday, Aug. 11-13, 2017

Railfest Hamburg at the Reading Railroad Heritage Museum, 500 South Third St., Hamburg, Pa. Info: www.readingrailroad.org

Saturday & Sunday, Aug. 12-13, 2017

Greenberg's Train & Toy Show at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ 08837. Info: www.greenbergshows.com

Sunday thru Monday, Aug. 27-Sept. 4, 2017

59th Annual Steam Engine and Tractor Show at the Williams Grove Show Grounds, Williams Grove Rd., Williams Grove, PA 17055. Info: <http://wghsea.org>



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

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

Saturday & Sunday, Sept. 9-10, 2017 - Railroad Heritage Days. The National PRRT&HS and Philadelphia Chapter will be participating in this event.

Saturday, Sept. 23, 2017 - Members Day

Sunday, Oct. 1, 2017 - Garden Railways Tour



STRASBURG RAIL ROAD
SPECIAL EVENTS
WWW.STRASBURGRAILROAD.COM
1-866-725-9666

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

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

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



JULY, 2017
CHAPTER MEETING MINUTES

The "Away" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the West Chester Railroad, West Chester, Pa., on Sunday, July 16, 2017. This was a special NRHS Charter Train leaving at 2:00 p.m. The meeting was called to order at 4 p.m. by President Tom Shenk with 38 members and 9 guests present.

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

CHAPLAIN: Chaplain David Stambaugh recently spent two weeks in Alaska with his daughter, Amy. Toady Kennel reported Wendell Seybolt's leukemia is back. He is speaking to a radiologist about having radiation treatments. Wendell has moved from Florida to his daughter's home in Hanover, Pa.

MEMBERSHIP: President Tom Shenk announced we had 9 guests ride the West Chester Railroad train.

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

TRIP: Tom Shenk announced we still need two more couples for the weekend Rail Adventure to West Virginia and Western Maryland. The dates are Friday, September 15 to Sunday, September 17, 2017. If anyone is interested in the trip, contact Tom.

ANNOUNCEMENTS: Tom Shenk announced the next Board Meeting will be held Sunday, September 24 at 2:00 p.m. The Board Meeting will be before the Chapter's Annual Picnic starting at 4:00 p.m. Tom Shenk reminded everyone August's Chapter Meeting will be held at the Strasburg Rail Road. Tickets will be at the reduced price of \$5.00 each. Steve Himpel announced there are old NRHS Bulletins that he received and also Helen Shaak brought some back from the Tennessee Convention. If any chapter members would like to see the Bulletin's, they will be in the Chapter Library. Janice Russell reported the brick we donated to the Kinzua Bridge (Viaduct) was installed. The Bridge collapsed in 2003.

ADJOURNMENT: The Chapter Meeting was adjourned at 4:10 p.m.

Respectfully submitted by Donetta M. Eberly Secretary



LESS THAN CARLOAD
SHIPMENTS

LOCAL AND NATIONAL NEWS

FORMER SMITHSONIAN RAIL CURATOR WILLIAM WITHUHN DIES

BURSON, Calif., July 7, 2017, *Trains* News Wire (Edited) – Any account of railroading in the past four decades would be incomplete without including the formidable contributions of William L. Withuhn, whose work as a historian, museum professional, journalist, author, shortline executive, preservationist, and engineering consultant is without precedent. He is best known for his nearly 30-year career at the Smithsonian's National Museum of American History, where he was curator of transportation.

Withuhn died June 29, 2017, surrounded by family at his home in Burson, after a long illness. He was 75.



WITHUHN IN HIS WASHINGTON
OFFICE - SMITHSONIAN INSTITUTION

Born in Portland, Ore., in 1941, Withuhn grew up mostly around Modesto, Calif., where he fell under the influence of the trains of Santa Fe and Southern Pacific, especially SP's streamlined Daylight 4-8-4s. He also developed a love of cars and aviation.

Always an evangelist for responsible preservation, Withuhn consulted for most of the leading U.S. railroad museums, including the B&O Railroad Museum, the Railroad Museum of Pennsylvania, the California State Railroad Museum, and the Steamtown National Historic Site. He created a novel

affiliate program that allowed several museums to share resources with the Smithsonian.

A memorial service for Bill Withuhn was held July 2 in Murphys, Calif. He is survived by his wife, Gail, and two sons, Harold and Tom. The family says his ashes will be interred in the Columbarium at Arlington National Cemetery.

THIS MONTH'S BANNER PHOTO

Reading Nos. 3609 and 3618, Electro Motive Division model GP30, at the yard in Reading, Pa. on a hot August 7, 1971.



OPERATION LIFESAVER REMINDS
YOU...

Any time is train time!

LANCASTER CHAPTER "RIDE THE RAILS"
MEMBERSHIP MEETING

MONDAY, AUGUST 21, 2017, 6:00 PM



AT THE STRASBURG RAIL ROAD
ROUTE 741, EAST
STRASBURG, PA 17579

GPS: 301 GAP ROAD, RONKS, PA 17572

Train Ride and Chapter Membership Meeting will be held rain or shine

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 Membership Meeting in one of the coaches. Restrooms will be available at the station and the shops and restaurant will close 15 minutes after the train returns to Strasburg.

Tickets for the train ride are available for \$5.00 per person from the Chapter. Please bring a check payable to: Lancaster Chapter, NRHS or CASH - \$5.00 ride is open to Members, Guests and Friends. However, there are a limited number of tickets available.

Everyone will need a ticket to ride the train. Tickets will be available from the Chapter starting at 5:30 pm.

Please purchase your ticket from the Lancaster Chapter at the discounted price of \$5.00. Regular coach price is \$15.00 at the Strasburg Rail Road Ticket Office.

“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

AUGUST 21, 2017 - MONDAY, 6:00 PM - “RIDE THE RAILS” MEETING 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.

SEPTEMBER 24, 2017 - SUNDAY, 4:00 PM - CHRISTIANA FRT STA - BOARD MTG & ANNUAL CHAPTER PICNIC

Doors open at 2:00 PM for a Chapter Board Meeting - Picnic starts at 4:00 PM. The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Picnic is free for chapter members and \$5.00 for guests.

OCTOBER 16, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Chapter Friend Frank Tatnall returns with an interesting program entitled *A Century Under Wire*, highlighting the Pennsylvania Railroad's electrification on the Main Line between Broad Street Station and Paoli. This meeting is a “must” for all Pennsy fans!

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.

62 YEARS AGO THIS MONTH



READING PACIFIC No. 217 DEPARTS PENNSYLVANIA STATION-30TH STREET, PHILADELPHIA WITH A JERSEY SHORE BOUND PENNSYLVANIA-READING SEASHORE LINES TRAIN IN AUGUST, 1955. THE SHEDS OVER THE SUBURBAN TRAIN PLATFORMS A, B AND C ARE ABOVE THE LOCOMOTIVE. THE ICONIC “NEARLY EVERYBODY READS THE BULLETIN” SIGN ON THE BULLETIN OFFICES IS TO THE RIGHT OF THE SHEDS.

LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT: TOM SHENK 717-560-1186 TSHENK@NRHS1.ORG
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NATL REP & WEB: FRED KURTZ 717-200-1551 FKURTZ@NRHS1.ORG

MEMBERSHIP MEETING NOTICE

THE "RIDE THE RAILS" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE STRASBURG RAIL ROAD ON MONDAY, AUGUST 21, 2017, TO RIDE THE 7:00 PM TRAIN.

**LANCASTER CHAPTER, INC.
 NATIONAL RAILWAY
 HISTORICAL SOCIETY
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416
 PHONE: 610-593-4968**



CHAPTER WEBSITE: WWW.NRHS1.ORG

THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$20, \$22 FOR FAMILY MEMBERSHIP, PLUS \$12 IF YOU DESIRE A MAILED NEWSLETTER. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: HAROLD SHAAK, P.O. Box 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@DEJAZZD.COM.

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

Forwarding and Address Correction Requested

**LANCASTER CHAPTER, INC., N.R.H.S.
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416**

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