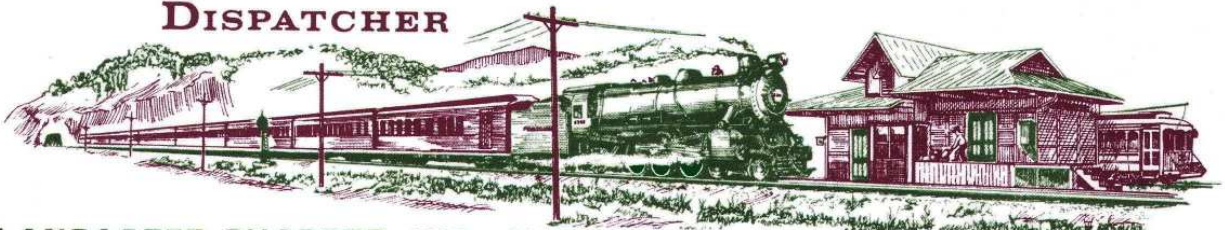


# LANCASTER DISPATCHER

1935 - 2017



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 48 NUMBER 12

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

DECEMBER 2017



## Reading Railroad Magazine



DECEMBER, 1957

VOLUME 22  
NUMBER 7



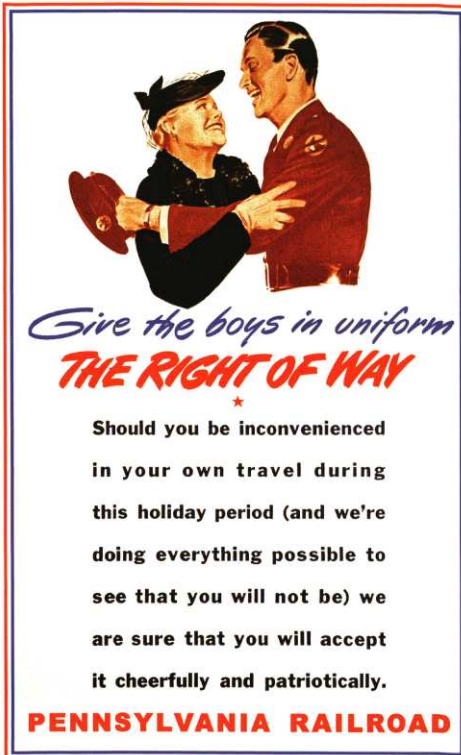
A TRADITION ON THE READING  
(See Page 8)

**MERRY CHRISTMAS FROM THE LANCASTER CHAPTER, INC. N.R.H.S.**



## Holiday Travel

THE MUTUAL MAGAZINE - FEBRUARY, 1941



PRR WARTIME HOLIDAY POSTER - 1942  
COLLECTION OF THE EDITOR

With holiday travel at the highest peak in many years, officers of the Pennsylvania Railroad estimated that during the period from December 13 to December 24, inclusive, the movement over all divisions of the system totalled approximately 2,500,000 passengers, an increase of nearly 20% above 1939. Of this number 2,000,000 rode in coaches and 500,000 in Pullman sleeping and parlor cars. The period covered embraced practically all of the Christmas trek "back home" for family reunions and the heavy travel to Florida, as well as soldiers visiting their people on furloughs from the various encampments throughout the country.

In handling this Christmas traffic, 1,314 extra sections and special trains were operated, in addition to many extra cars on regularly scheduled trains. The heaviest day was December 20, when 202 extra sections were required. There were 1,621 extra runs of Pullman cars, including 1,230 sleeping and 391 parlor car movements.

To accommodate the tremendous demand for reservations to Florida, 12 extra coach trains, handling more than 4,000 passengers, were operated on four days from New York, Philadelphia and Baltimore, via the Washington gateway, to leading Florida points. These were in addition to the regular daily luxury coach trains - the Silver Meteor, the Champion and the

Vacationer - as well as extremely heavy Pullman travel.

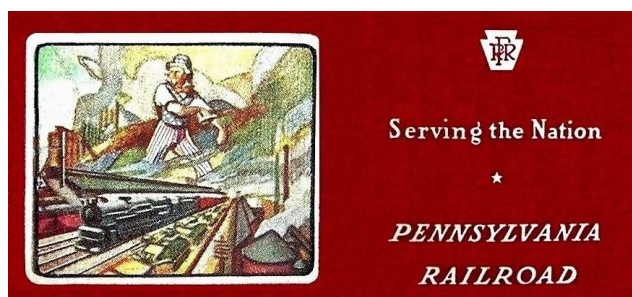
Soldiers returning to their homes from the various encampments on Christmas furloughs, and carried at special round-trip coach fares, numbered about 16,000. Of these 9,500 rode in 18 special trains and the rest in extra cars on regular trains. These movements took place from December 19 to 23, inclusive, and were handled without the slightest interference with civilian travel or any lack of equipment to meet all needs.

The 18 special trains for furloughed soldiers included six from Fort McClellan, Ala., to New York; one from Shelby, Miss., to middle western points and to New York via Cincinnati; two from Cape Charles, Va., to New York; one from Cape Charles to Philadelphia; one from Camp Hulen, Tex., to Boston; one from Edgewood, Md., to New York; three from Fort Dix and Trenton, N.J., to New York; two from Fort Dix to Buffalo; and one from Washington to New York with men from various connecting southern lines.

The holiday movement of express and mail traffic was well ahead of 1939.

Throughout the entire period of the exceptionally heavy holiday travel, despite the large number of extra trains and cars operated, there was no conflict whatever with the regular movements of either passenger or freight trains, and there was continuously available a sufficient supply of coaches, Pullmans and locomotives for all requirements.

(ARTICLE COURTESY OF CHAPTER FRIEND PAUL KUTTA)





## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”

Holiday Greetings



### OFFICIALS BREAK GROUND ON “PORTAL” BRIDGE PROJECT

NEWARK, N.J., Oct. 18, 2017, *Trains* News Wire - New Jersey Gov. Chris Christie broke ground on a Gateway development program to build a rail bridge connecting Newark and New York City on Oct. 13.

The groundbreaking begins a project to replace the Portal Bridge, an aging 1907 bridge owned by Amtrak. The current bridge sees almost 400 Amtrak and NJ Transit trains a day, and has a history of malfunctions that cause delays along the Northeast Corridor.

“The replacement of the aging Portal Bridge is the first step toward ensuring a sound and efficient rail transportation system that will serve millions of riders now and well into the future,” Christie said. “This project is vital to our economy and the safety of millions of local commuters and people from around the world who use mass transportation along the Northeast Corridor.



RENDERING OF THE PORTAL BRIDGE REPLACEMENT  
CREDIT: NEC AMTRAK

The plans to replace the Portal Bridge date back to 2013 and will be funded by NJ Transit, Amtrak, and the Federal Railroad Administration. The new bridge will be composed of two fixed-span bridges about 53 feet above the surface of the water, double the

height of the current structure.

So far, early contracts to the tune of \$20 million have been awarded for the initial stages of construction on the Portal North Bridge. Contracts for the Portal Southern Bridge are still pending. The total construction cost is estimated to come in at \$1.5 billion dollars.

### NTSB: AMTRAK'S WEAK SAFETY CULTURE LED TO FATAL DERAILMENT

WASHINGTON, Nov. 15, 2017, *Progressive Railroading* - An Amtrak derailment that killed two track maintenance workers last year was caused by “deficient safety management” across the railroad, which resulted in a lack of a “clear, consistent and accepted vision for safety,” the National Transportation Safety Board (NTSB) announced yesterday.

The derailment occurred April 3, 2016, in Chester, Pennsylvania, when an Amtrak train traveling from Philadelphia to Washington, D.C., struck a backhoe, killing the backhoe operator and a track supervisor. Thirty-nine other people were injured.

Prior to the derailment, the train engineer saw the equipment and people working on the track and applied the emergency brake that slowed the train from 106 mph to 99 mph at the time of impact.

Factors that led to the accident included allowing a passenger train to travel at maximum authorized speed on unprotected track where workers were present, the absence of shunting devices, the foreman's failure to conduct

a job briefing at the start of the shift, and numerous inconsistent views of safety and safety management throughout Amtrak.

“Amtrak's safety culture is failing, and is primed to fail again, until and unless Amtrak changes the way it practices safety management,” said NTSB Chairman Robert Sumwalt in a press release. “Investigators found a labor-management relationship so adversarial that safety programs became contentious at the bargaining table, with the unions ultimately refusing to participate.”

Also contributing to the accident was the Federal Railroad Administration's (FRA) failure to require redundant signal protection, such as shunting, for maintenance-of-way work crews, board members said.

Post-accident toxicology tests found that the backhoe operator tested positive for cocaine, the track supervisor tested positive for codeine and morphine, and the train engineer tested positive for marijuana. The board determined that while drug use was not a factor in the accident, it was symptomatic of a weak safety culture at Amtrak.

As a result of its investigation, the NTSB issued 14 safety recommendations: nine to Amtrak, two to the FRA and three to the Brotherhood of Maintenance of Way Employees Division, American Railway and Airway Supervisors Association, Brotherhood of Locomotive Engineers and Trainmen, and Brotherhood of Railroad Signalmen.

Among its recommendations, the board called on both Amtrak and the unions to work together to ensure everyone is participating in safety programs; to develop a viable safety reporting system; and to implement a safety management system throughout the railroad.

In response to the NTSB report, Amtrak officials said in a prepared statement that the railroad has been “transforming” its safety culture since the derailment. The railroad already has begun implementing many of the actions that the NTSB called for in its recommendations.

“We have a team of 20,000 employees who understand that safety is our No. 1 priority, and together we safely operate more than 500 trains across our 21,000-mile network every day,” Amtrak officials said.

### ROANOKE REJOINS PASSENGER RAIL NETWORK

ROANOKE, Va., Oct. 31, 2017, *Trains* News Wire (Edited) - Today marks the return of Amtrak service to and from the Star City for the first time in 38 years. Amtrak Northeast Regional Train 176 departed Roanoke this morning at 6:19 with many local passengers taking a short ride east to Lynchburg, Va., so they can return by bus.

Passengers will be able to travel in and out of Roanoke from cities such as Washington, New York, and Boston. Local and state officials, as well as city leaders expect the economic boost of passenger rail service coming to the city to be significant.

About 150 passengers arrived before dawn this morning to board the Northeast Regional, which is the first regularly scheduled passenger train to depart Roanoke since the Oct. 1, 1979. That was the date Amtrak discontinued the Washington to Catlettsburg, Ky., *Hilltopper*.

Trains will arrive and depart from the newly built high-level platform on Norfolk Avenue on Norfolk Southern's ex-Norfolk & Western main line in the city's downtown. The trains are funded by the Commonwealth of Virginia south of Washington.

Ceremonies were held Monday afternoon with a five-car special train book-ended by the Amtrak business car Beech Grove. Dignitaries who

gathered to speak alluded to the significance of passenger trains returning to a city whose history and development are intertwined with railroads, where the N&W built and maintained steam locomotives until the 1960s, and where NS remains a significant employer. The city hosts the Virginia Museum of Transportation and the O. Winston Link Museum, housed in the mid-century former N&W depot across the tracks from the Amtrak station.

In addition to the new platform, a fenced-in layover facility with a small crew office was built along the ex-N&W Roanoke to Winston-Salem branch, close to the former Virginian Railway depot. The facility can also accommodate the layover and storage of private railcars, several of which are planning weekend excursions to Roanoke.

SmartWay Connector buses, which had provided daily Thruway service connecting Salem, Blacksburg, Roanoke, and Bedford with the Regionals at Lynchburg, will now shuttle passengers between the new Roanoke station and Salem and Blacksburg. The train bypasses Bedford, a community of 6,350 once served by N&W trains, some of whose residents have been pressuring the state to add a stop there. The state's next goal is to extend service further southwest to Bristol, on the Virginia-Tennessee state line.



**NEW YORK PENN STATION TO SEE FURTHER 'RENEWAL' STARTING IN JANUARY**

NEW YORK CITY, Nov. 14, 2017, *Trains* News Wire - "Happy New Year" may not be the exact salutation to positively engage some commuters and travelers as track renewal projects are noted again on the New York Penn Station calendar for 2018. Officials say, however, that track work will not be as extensive as earlier this year.

Work will be largely on weekends, but, single-track closures will occur between Jan. 5 and May 28, 2018, which will mean that Amtrak, NJ Transit, and Long Island Rail Road weekend operations will be affected. While the bulk of the renewal work for 2018 will occur on weekends, there will be a series of continuous single-track closures within the station. As before, Amtrak is working with the commuter railroads to minimize delays to all Penn Station travelers.

"After a successful summer, it is essential that we continue to upgrade the infrastructure so that we can continue to improve the reliability of service for all the customers that use New York Penn Station," said Amtrak co-CEO Wick Moorman.

The following schedule changes will take place during the infrastructure renewal work:

- Northeast Regional train 110 from Washington, D.C., to Penn Station and southbound train 127 New York to Washington will be cancelled.
- Northbound Keystone train 640 from Harrisburg will terminate at Newark (N.J.) Penn Station with southbound train 643 will originating there.
- Regional Train 173 will stop at Newark Airport; trains 129, 193, and 653 will all have earlier departure times, and train 170 will also depart Washington early, stop at North Philadelphia and Cornwells Heights, Pa., and resume its schedule from Trenton, N.J.

Additionally, Long Island Rail Road and NJ Transit schedule changes will be announced in the coming weeks, those changes are expected to take effect Jan. 8.

The new tracks at the center of attention will be Tracks 15 and 18. Track 15 will be fully demolished and replaced, as happened to Track 10 during the summer. Track 18, will need localized concrete demolition with complex steel hardware replacement and rail renewal within Penn Station New York. Also, Amtrak at "C" Interlocking will renew and replace three turnouts at the east end of the station, which directs Amtrak and Long Island Rail Road trains to routes heading east and to Sunnyside Yard, along with NJ Transit equipment moves.

During summer 2017, Amtrak kicked off its infrastructure renewal at New York Penn Station, which is part of Amtrak's plan to modernize stations,

infrastructure, and equipment on the Northeast Corridor. Amtrak's Penn Station concourse operations improvement study has begun and improvement projects for the restrooms, waiting areas, and ClubAcela Lounge in Amtrak's concourses are underway.

Amtrak's reservation systems are currently being updated to reflect these schedule changes and any passenger already booked on a train that has been cancelled or altered will be contacted and accommodated on other scheduled services.

#### **SOLID RESULTS DELIVERED IN 2017**

WASHINGTON, Nov. 16, 2017, Amtrak MEDIACENTER – Amtrak posted record ridership, revenue and earnings for its Fiscal Year, which ended Sept. 30, 2017:

- Ridership: 31.7 million passenger trips – increased 1.5 percent over FY 2016
  - Total Revenue: \$3.2 billion – increased 1.1 percent over FY 2016
  - Operating Earnings[1]: (\$194 million) – improved 15.7 percent over FY 2016
- In ridership, Amtrak achieved year-over-year increases from FY 2016 for all of its service lines:
- Northeast Corridor (NEC): 12 million riders – increased 1 percent and was the NEC's highest ridership year ever
  - State Supported Services: 15 million riders – increased 2.1 percent
  - Long-Distance Routes: 4.6 million riders – increased 0.9 percent

Amtrak also achieved a new record for cost recovery, covering 94.7 percent of its operating costs with ticket sales and other revenues.

"We provided a vital transportation service to more customers and created strong value for the federal investment," said Amtrak Board Chair Tony Coscia. "And we're going to do even better. Over the next several years, we're aiming to cover total operating costs from ticket and other revenues by strengthening our services and continuing to drive efficiency. To do this, we are making investments in tracks and stations, on our trains, and in the delivery of customer service so that we can serve more customers with a better experience."

"Amtrak had a record-breaking year in 2017. To our customers and partners, we thank you for your business. To our employees, we commend you on your dedication and service," said Amtrak Co-CEO Wick Moorman. "More and more people are choosing rail travel and for good reason. Amtrak offers a more comfortable and convenient travel experience with great amenities such as free Wi-Fi on most trains, plenty of leg room, and no middle seat."

Other Amtrak highlights in FY 2017 include:

- Completed more than \$420 million of state of good repair and renewal infrastructure work, including significant track replacement, numerous projects in the New York area, and a new maintenance facility in Seattle.
- Began a major Infrastructure Renewal program at New York Penn Station, which accelerated important construction work. Amtrak installed 897 track ties, 1,100 feet of rails (or six football fields of track), 1,000 tons of ballast, 7 turnouts (switches), 4 complex diamond crossings, and 176 yards of concrete.
- In coordination with our state partners in Illinois, Wisconsin, Oregon and Washington, deployed state-purchased Charger diesel locomotives on certain routes, enhancing customer comfort, safety, reliability, and emissions levels.
- Designated a Master Developer for Chicago Union Station for a six-year, \$1 billion redevelopment of the station and adjacent property. Amtrak is also continuing a multi-year repair program of the Great Hall atrium in the station.
- Streamlined Amtrak's senior management structure for increased organizational effectiveness, better alignment with the account structure created in the FAST Act (Fixing America's Surface Transportation Act), and greater transparency to customers and stakeholders.
- Continued with our deleveraging of the Amtrak balance sheet, decreasing

total debt from \$3.3 billion at Sept. 30, 2007 to \$1.2 billion at Sept. 30, 2017, a reduction of 64 percent over the 10 year period.

- Launched a new Winter Park Express in Colorado, serving more than 18,000 customers.
- Invested in customer-facing enhancements such as new Amfleet I car interiors and improved Wi-Fi service on our Acela Express
- Continued to be an industry leader in efficient sales distribution with more than four-fifths of Amtrak's customers using Amtrak's self-service channels for their reservations and ticketing.
- Increased membership in the Amtrak Guest Rewards program by 19 percent.
- Launched a national partnership with Lyft. Eighty percent of Amtrak customers who have used Lyft indicate it makes their Amtrak trip easier. Amtrak will explore opportunities with additional travel partners in 2018 to provide additional connectivity to and from Amtrak trains.
- Completed "Project unTy," a corporate-wide effort to integrate, simplify and centralize technology and data services to better meet customer expectations and foster easier communication among Amtrak's national workforce.

### 30TH STREET STATION PLAZA PREFERRED CONCEPT PLAN



#### AMTRAK SELECTS PREFERRED PLAN FOR PHILADELPHIA STATION DEVELOPMENT

PHILADELPHIA, Nov. 21, 2017, Progressive Railroading - Amtrak earlier this month unveiled a final preferred concept for its Philadelphia 30th Street Station Plaza.



**A CONCEPT OF ONE VIEW OF THE FUTURE 30TH STREET STATION AND SURROUNDING PLAZA.**  
PHOTO - AMTRAK.COM

The plan addresses future needs and shortcomings of the area surrounding the historic station. Built in 1934, 30th Street is Amtrak's third-busiest station, with direct rail connections to Southeastern Pennsylvania Transportation Authority (SEPTA) and New Jersey Transit, as well as bus, subway and

trolley connections.

The 107-page proposal was developed in conjunction with FXFOWLE, Imelk, JMT and Arup.

"Increased rail traffic in the coming years for Amtrak and SEPTA will necessitate the redesign and upgrading of rail operations at 30th Street Station, while bus activity is also predicted to increase," states the proposal's executive summary. "This growth in transit use will result in a surge of pedestrian activity. The concept plan ensures that the 30th Street Station Plaza develops to meet current needs and accounts for the planned future growth of the neighborhood and anticipated increases in train ridership."

The plan identifies the critical functions and primary uses of the plaza, as well as planning principles to establish design guidelines.

The plan addresses key issues, such as vehicle pickup and drop-off; vehicle parking; bicycle circulation and parking; pedestrian access; coordination with other infrastructure projects; landscape design; and security.



#### CSX CORPORATION ANNOUNCES THIRD QUARTER EARNINGS

JACKSONVILLE, Fla., Oct. 17, 2017, CSX News Release (edited) - CSX Corporation today announced third quarter 2017 net earnings of \$459 million, or \$0.51 per share, up from \$455 million, or \$0.48 per share, in the same period last year. Excluding a \$1 million restructuring charge in this year's third quarter results, adjusted earnings per share remain at \$0.51.

"The company's results for the third quarter reflect the resiliency of Precision Scheduled Railroading, even during times of transition," said E. Hunter Harrison, president and chief executive officer. "With that transition largely behind us, we are now intensely focused on driving superior service for our customers and lasting value for our shareholders."

Revenue for the third quarter increased 1 percent when compared to the previous year, supported by core pricing gains and offset by the impact of unfavorable mix. Expenses declined \$2 million year over year with efficiency gains of \$95 million more than offsetting the cost of inflation and fuel costs that were 19 percent higher on a per gallon basis when compared to the same quarter last year.

Total volume for the quarter was stable, while operating income improved 4 percent to \$876 million and the operating ratio improved 90 basis points to 68.1 percent. Given the significant progress made to date, the company has completed the \$1.5 billion share repurchase program that was announced in April 2017 and upsized in July 2017, reflecting management's confidence in the company's future.

As CSX advances the implementation of Precision Scheduled Railroading, it remains on track to achieve record efficiency gains. Adjusting for restructuring charges, CSX expects to deliver a full-year operating ratio around the high end of the mid-60s, earnings per share growth of 20-25 percent off the 2016-reported base of \$1.81, and free cash flow before dividends of around \$1.5 billion.

#### CSX CORPORATION ANNOUNCES NEW CHIEF OPERATING OFFICER AND EXECUTIVE MANAGEMENT CHANGES

JACKSONVILLE, Fla., Oct. 25, 2017, CSX News Release (Edited) - CSX Corporation today announced that James M. Foote is joining the company as chief operating officer. Mr. Foote will have responsibility for both operations and sales and marketing and will be based at the company's headquarters in Jacksonville, Florida.

Foote will take on the responsibilities of Cindy M. Sanborn, executive vice-president and chief operating officer, and Fredrik J. Eliasson, executive vice-president and chief sales and marketing officer, both of whom plan to resign effective November 15 to pursue other interests, but will remain engaged in supporting the transition until early 2018.

Ellen M. Fitzsimmons, executive vice president, law and public affairs, general counsel and corporate secretary, has announced her retirement from CSX, effective November 15. At that time, Nathan D. Goldman, the company's current vice-president risk compliance and general counsel, will be promoted to executive vice-president, chief legal officer and corporate secretary. Ellen will remain engaged in supporting the transition until early 2018.

Harrison said, "On behalf of the board of directors and all CSX employees, I would also like to sincerely thank Cindy, Fredrik and Ellen for their dedication to the company and wish them well in their future endeavors. These senior leaders will be missed, and their contributions will have a lasting and positive impact on the organization for many years."

Edward J. Kelly, III, Chairman of the Board, said, "The Board looks forward to welcoming Jim and Nathan in their new roles and wishes to express its

thanks to Cindy, Fredrik and Ellen for their tremendous contributions and distinguished CSX careers. Each of them has brought great value to the success, the people and the reputation of CSX, and they will leave CSX well positioned for the next stage."

### CSX SHIPPERS CALL FOR NEW MEETING WITH FEDERAL REGULATORS

WASHINGTON, Nov. 15, 2017, *Trains* News Wire - CSX shippers want another meeting.

Despite a full-day hearing on Oct. 11 before the Surface Transportation Board on CSX Transportation's performance, officials with the Rail Customer Coalition say the eastern railroad has failed to improve. They've asked to meet with federal regulators again and are repeating requests for the board to take some action in addition to listening to their complaints.

In letters to the STB and members of the U.S. Senate's Commerce Committee and the House of Representative's Transportation Committee date Nov. 14, the shippers say they are experiencing "service changes with little notice, missed switches, and poor communication on delivery status."

A coalition representative forwarded electronic versions of the letters to *Trains* News Wire. A representative for CSX did not immediately respond to a request from News Wire for a comment on the letters' contents.

The coalition is also calling on members of Congress to "examine the CSX service breakdown, and potential means available to the STB to mitigate the adverse impacts to the rail network."

The committees could call their own hearings on CSX service or send letters to the STB or CSX looking for information. Individual members could introduce new legislation regulating railroads further: Giving the STB more powers, for instance.

Members of the coalition, which include the American Chemistry Council, National Farmers Union, and the Sulphur Institute among 30 different organizations, have changed their tune little since early summer freight cars spent as many as 70 hours in "dwell time" in certain CSX yards. The railroad's metrics have improved since then, but now shippers are openly questioning whether the reported metrics matter when they perceive continued freight delays.

The STB and Congress have yet to publicly respond to the shippers' letters.

### CSX's SANTA TRAIN IS A 75-YEAR HIT WITH HISTORY

CLINCHCO, Va., Nov. 19, 2017, *Trains* News Wire - A gray and yellow memory clad in EMD's timeless streamlining returned the Clinchfield to the CSX Transportation's Santa Train Saturday for the Appalachian holiday tradition's 75th running through Kentucky, Virginia, and Tennessee. Newly restored Clinchfield F7 No. 800 and redecorated Seaboard Coast Line SD45 No. 2024 as CRR No. 3632 provided vivid reminders of the 277-mile regional that disappeared under the Seaboard System flag in 1982 and CSX's widening umbrella in 1986.



**CSX TRANSPORTATION'S SANTA TRAIN ROLLS SOUTH AT STARNES, VA., ON ITS TRIP FROM SHELBIANA, KY., TO KINGSFORT, TENN., ON NOV. 18, 2017 - TRAINS: JIM WRINN.**

The locomotives, on loan for the event from the Southern Appalachian Railway Museum in Oak Ridge, Tenn., ran ahead of two of CSX's F40s along to provide head-end power to the train. The F7-SD45 combo drew a large contingent of rail enthusiasts from across the country to witness and photograph the event. On the rear, Santa, assisted by country music star Ricky Skaggs,

and many helpers tossed out 15-tons of gifts to people who gathered at a dozen stops between the train's start at Shelbiana, Ky., and its terminus at Kingsport, Tenn.

The F7, it was announced Saturday, will travel with the office car train to Jacksonville, Fla., where it will be forwarded to the new Royal Palm Rail Experience at Tavares, Fla., where it will go into service on Polar Express trains. The SD45 will return to Oak Ridge.



### NORFOLK SOUTHERN REPORTS THIRD-QUARTER 2017 RESULTS

Norfolk, Va. - Oct 25, 2017, NS News Release - Norfolk Southern Corporation today reported third-quarter financial results.

Third-quarter net income was \$506 million, up 10 percent year-over-year, driven by an 11 percent increase in income from railway operations – yielding a record quarterly operating ratio of 65.9 percent. Diluted earnings per share were \$1.75, up 13 percent year-over-year.

"Norfolk Southern continues to deliver strong financial results through execution of our strategic plan. We are unwavering in our commitment to improve productivity as demonstrated by seven consecutive quarters of year-over-year improvement in our operating ratio," said James A. Squires, Norfolk Southern chairman, president and CEO. "Our balanced approach focuses on increasing efficiency and delivering a strong customer service product, giving us the ability to achieve our goals and deliver sustainable shareholder value."

For the first nine months of 2017, net income was \$1.4 billion, up 15 percent compared with the same period of 2016. Record diluted earnings per share of \$4.93 were 17 percent higher. The strong results reflected 11 percent growth in income from railway operations and a record nine-month operating ratio of 67.4 percent.

#### *Third-quarter summary*

- Railway operating revenues of \$2.7 billion increased 6 percent compared with third-quarter 2016, as overall volumes were 4 percent higher, reflecting growth within our major commodity categories of coal and intermodal.
- Railway operating expenses increased \$55 million, or 3 percent, compared with third-quarter 2016, to \$1.8 billion as targeted expense reductions and gains from the disposition of operating property helped offset volume and inflation-related expenses and higher incentive compensation.
- Income from railway operations was \$911 million, up 11 percent year-over-year, and the operating ratio, or operating expenses as a percentage of revenues, was 65.9 percent, an all-time quarterly record.

### IN 2017 CORPORATE RESPONSIBILITY REPORT, NORFOLK SOUTHERN HIGHLIGHTS ADVANCES IN SUSTAINABLE FREIGHT RAIL TRANSPORTATION THAT CREATE LONG-TERM VALUE

NORFOLK, VA., Nov 1, 2017, NS News Release - Norfolk Southern has released its 2017 corporate responsibility report, *Strides in Stewardship*, highlighting the railroad's progress in advancing sustainable freight transportation that benefits employees, customers, communities, suppliers, and shareholders.



The report shows how Norfolk Southern creates long-term value through sustainable business practices that support the four pillars of its strategic plan: safety, service, stewardship of resources, and growth. It is the company's 10th annual sustainability report.

"Sustainability is an integral part of Norfolk Southern's daily operations and long-term business strategy," said Chairman, President and CEO James A. Squires. "Sharing this report with

stakeholders reflects the railroad's commitment to be a responsible corporate steward of the essential resources that make our business possible. We recognize the value inherent in achieving balance between business practices and the world in which we operate, and we are excited about the challenges met and the progress made."

Among achievements the report highlights, NS in 2016:

**Planet: environmental performance**

- Achieved record locomotive fuel efficiency, saving approximately 7.4 million gallons of diesel fuel.
- Reduced its greenhouse gas emissions to the lowest levels since 2010, cutting emissions intensity by nearly 2 percent.
- Lowered its kilowatt hours of electricity use by more than 9 percent, reflecting ongoing energy-efficiency initiatives.

**Prosperity: economic performance**

- Improved network efficiency to near record levels, including a 9 percent increase in train speed and a 7 percent reduction in the average time rail cars dwell in terminals.
- Assisted 71 industries in locating or expanding along NS rail lines, with customer investment of nearly \$4 billion and more than 4,600 new customer jobs.
- Presented its first Supplier Sustainability Award to recognize suppliers that demonstrate commitment to sustainable business practices.
- Awarded nearly \$7.3 million in Norfolk Southern Foundation grants to communities in support of education, health and human services, arts and culture, and the environment.

**People: Social Performance**

- Rolled out a safety train that provides first responders across NS' network training on safe response to potential rail incidents.
- Provided all operations employees with training on how to identify and reduce safety risks in the workplace.
- Reduced the number of train accidents for the second consecutive year.
- Continued strides in hiring women and military veterans, part of the company's strategy to increase its talent pool and workforce diversity.



**RAILROAD OUT OF MONEY FOR 2-6-6-2 RESTORATION, STOPS WORK**

CUMBERLAND, Md., Nov. 17, 2017, *Trains News Wire* - A lack of money is forcing the Western Maryland Scenic Railroad to stop all work on restoring Chesapeake & Ohio 2-6-6-2 No. 1309.

"A lot of our visitors have the idea that we should throw all of our money into the 1309's restoration, but that would bankrupt us," Executive Director John Garner tells *Trains News Wire*.

In explaining why the project is short of funds, Garner says that grant requirements and personnel issues are partly to blame. *News Wire* could not independently verify Garner's specific claims.

Garner does say the railroad has "done a poor job of communicating" how operations keep the railroad in business and that the railroad considers No. 1309 to be a special project, akin to other projects, such as landscaping.

"Those special projects come to a stop when money runs out," he says. No. 1309's restoration has received at least \$400,000 from the State of Maryland to help fund the restoration. *News Wire* confirms with Maryland officials that that money is nearly gone.

Garner says that it will take at least an additional \$530,000 to complete No. 1309's restoration, an estimate Garner says he received from the railroad's contractor on the steam locomotive project, Diversified Rail Services. Documents Garner provided to *News Wire* show that the running gear and the boiler would require \$120,000 and \$115,000 to complete, respectively. In April, Garner said the railroad had spent \$800,000 of its own cash on the

project and had expected to spend the \$400,000 state grant. In August, Garner told *News Wire* that the project's total cost sat at \$1.8 million.

Garner also says that funding issues alone, not any ongoing mechanical problems, were behind the railroad canceling an early November hydrostatic test on the articulated locomotive's boiler.

"We filled the boiler with water up to the crown sheet, and repaired a few leaks around the stay bolts," Garner says. "Then we ran out of money."

Garner says Western Maryland Scenic is actively pursuing alternative sources of funding, but railroad officials' attempts so far have been insufficient to keep the project moving forward. Garner says that the staff are pursuing additional grants from various donors, but those funds are unlikely to arrive until late 2018 — if they are approved at all. Special photo freight charters held in October did not bring in as much money as anticipated.



**UNION PACIFIC UNVEILS COMMEMORATIVE LOCOMOTIVE HONORING U.S. ARMED FORCES**

San Antonio, October 19, 2017, Union Pacific News Release & *Trains News Wire* - Union Pacific paid tribute to the United States armed forces by unveiling UP No. 1943 *The Spirit* locomotive at San Antonio's Sunset Station today.

Only the 16th commemorative locomotive presented in Union Pacific's 155-year history, UP No. 1943's arrival was welcomed by a group of veterans to kick off its Salute to the Military Tour, a series of community displays



across Union Pacific's network. Railroad officials repainted SD70AH, or SD70AC, No. 9026 as No. 1943, commemorating the year that B-17F Flying Fortress bomber, *The Spirit of the Union Pacific*, rolled off an assembly room floor bound for the skies over Nazi-occupied Europe.

UP No.1943 spotlights Union Pacific's relationship with thousands of veterans who helped build America after defending the United States - a tradition dating back to the company's founding. Created in collaboration with Union Pacific veterans, the locomotive name is connected to a Boeing B-17 Flying Fortress funded by war bond contributions from Union Pacific employees in 1943. The plane was christened *The Spirit of the Union Pacific* and assigned to the 571st Bomber Squadron.



**UNION PACIFIC SD70AH NO. 1943 THE SPIRIT OF THE UNION PACIFIC IS THE RAILROAD'S NEWEST HERITAGE LOCOMOTIVE - UNION PACIFIC**

"Union Pacific is proud to honor veterans and the men and women bravely serving our country with a special locomotive representing every armed forces branch reflected in its symbolic design," said Scott Moore, senior vice president - Corporate Relations.

"Beginning today, UP No. 1943 *The Spirit's* mission is to salute them as it leads trains carrying America's goods across our network every day."

*The Spirit's* front is symbolic of Air Force Silver, and the blue stripe is a reflection of the former Strategic Air Command's "nose sash." The lettering inside the sash is the original hand-drawn font used on the B-17. It is

followed by the Coast Guard's "Racing Stripe" and the Navy's Battleship Gray, which frames Union Pacific's traditional American flag. The military camouflage is a nod to the Army and Marines.

As the train passes by, the final message on the tail is dedicated to U.S. prisoners of war and those missing in action, featuring the POW/MIA symbol and its motto, "You Are Not Forgotten."

More than 20 percent of Union Pacific's employees have military experience, with some actively serving in the National Guard or Reserves. The company was recognized in the Best Companies for Veterans top 10 list, compiled by monster.com and military.com, for the second year in a row last year.



**RARITAN RIVER BRIDGE  
REPLACEMENT CLEARS  
ENVIRONMENTAL REVIEW**

NEWARK, NJ, Oct. 16, 2017, NJ Transit News Release (Edited) - A replacement for the aging Raritan River Drawbridge has cleared the federal environmental assessment process. The milestone marks a significant development in NJ TRANSIT's effort to make its infrastructure more resilient to extreme weather following the devastating impacts of Superstorm Sandy.



On October 13, 2017, the Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) for NJ TRANSIT's Raritan River Bridge Replacement project (River Draw) as part of the National Environmental Policy Act (NEPA) process. The

FONSI was issued after it was determined the project has no significant effect on the environment. Final Design will start this month and is scheduled to be at 100-percent design by the end of 2018.

Raritan River Bridge Replacement project will replace the existing swing bridge that carries NJ TRANSIT's North Jersey Coast Line (NJCL) trains over the Raritan River between Perth Amboy and South Amboy. Built in 1907, River Draw is the sole rail link for 17 of the 20 stations on the NJCL to the major job centers of Newark, Jersey City, and Manhattan. It carries almost 10,000 daily NJ TRANSIT customers and moves two million tons of freight annually via Conrail.

The new bridge will be on an alignment adjacent to the existing bridge, which suffered damage during Superstorm Sandy. Taking advantage of structural design approaches and materials that are able to withstand ocean surge forces and saltwater immersion, the new lift bridge will be significantly less vulnerable to severe weather events. To achieve this, the new bridge will utilize reinforced concrete piers; new steel superstructure; new drive motor and electrical controls; tie-ins to existing track; vertical adjustment of existing track; and electrical catenary relocation.

The Raritan River Bridge Replacement project will advance as a result of a \$446-million grant awarded by the FTA through its Emergency Relief Program for resilience projects in response to Superstorm Sandy.



**SEPTA UNVEILS UPDATED MOBILE APP**

PHILADELPHIA, Nov. 17, 2017, **Progressive Railroading** - The Southeastern Pennsylvania Transportation Authority (SEPTA) has launched a new version of its app for Apple and Android devices.

The updated app includes a refreshed version of "TrainView," which provides visual location updates for Regional Rail trains every 30

minutes, the agency announced yesterday. The app also features an improved layout for selecting and viewing schedules and the duration of trips.

As part of a service improvement plan for its commuter-rail network, SEPTA had pledged to provide real-time information for all Regional Rail cars on its website and mobile app. The agency unveiled the improvement plan in December 2016.



Reading Railroad Magazine

**Timetable 12-17**

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

**SANTA AND CHRISTMAS**

**TRAINS**

- Allentown & Auburn - 570-778-7531 - [www.allnrr.com](http://www.allnrr.com)
- Cape May Seashore Lines - [www.capemayseashorelines.org](http://www.capemayseashorelines.org)
- Colebrookdale Railroad - 866-289-4021 - [www.colebrookdale railroad.com](http://www.colebrookdale railroad.com)
- Lehigh Gorge Scenic Railway - 610-562-2102. - [www.lgsry.com](http://www.lgsry.com)
- Middletown & Hummelstown - 717-944-4435 - [www.mhrrailroad.com](http://www.mhrrailroad.com)
- New Hope & Ivyland Railroad - 215-862-2332 - [www.newhoperailroad.com](http://www.newhoperailroad.com)
- Railway Restoration Project 113 - 570-544-8300 - [www.rrproject113.org](http://www.rrproject113.org)
- Steam Into History - 717-942-2370 - [www.steamintohistory.com](http://www.steamintohistory.com)
- Steamtown National Historic Site - 570-340-5204 - [www.nps.gov/stea](http://www.nps.gov/stea)
- Stewartstown - 717-746-8123 - [www.stewartstownrailroadcompany.com](http://www.stewartstownrailroadcompany.com)
- Strasburg Rail Road - 1-866-725-9666 - [www.strasburgrailroad.com](http://www.strasburgrailroad.com)
- West Chester Railroad - 610-430-2233 - [www.westchesterrr.com](http://www.westchesterrr.com)
- Wilmington & Western Railroad - 302-998-1930 - [www.wvrr.com](http://www.wvrr.com)

**Through Sunday, December 31, 2017**

**Reading Terminal Holiday Railroad** in the Piano Court from 10am-6pm daily. The all-new Reading Terminal Holiday Railroad is steaming into the Market! Guests will be enchanted by five magical interactive model train vignettes celebrating the history of the Reading Terminal Market and the joys of the holiday season.

**Saturday & Sunday, Dec. 2-3, Saturday Dec. 9, 16, 2017**

**Masonic Village & Elizabethtown Model Railroad Club**, Masonic Village, 320 Freemason Drive, Elizabethtown, PA 17022. Has total of 1600 feet of layouts in G-gauge, O-gauge, HO-gauge, N-gauge, Z-gauge and Standard gauge trains and trolleys. Info: <http://www.facebook.com/MasonicvillageMRRC>

**Saturday & Sunday, Dec. 2-3, 9-10, 16-17, 23-24, 30-31 2017, Jan. 6-7, 2018**

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

**Saturday & Sunday, Dec. 2-3, 2017, Jan. 6-7, 13-14, 20-21, 2018**

**Schuylkill Valley Model Railroad Club Open House**, 400 South Main Street, Phoenixville, Pa 19460. 610-935-1126. Info: <http://www.svmrrc.com>

**Saturday, Dec. 2, 9, 16, 23, 30, Wednesday, Dec. 27, 2017**

**Christmas Train Room Open House** at Gardenspot Village, 433 South Kinzer Avenue, New Holland, Pa. 17557. Donations appreciated. 717-355-6000. Info: [www.gardenspotvillage.org](http://www.gardenspotvillage.org)

**Saturday, Dec. 9, 2017**

**Polar Express and Craft Event** at Honey Brook Presbyterian Church, 4331 Horseshoe Pike - Route 322, Honey Brook, PA 19344. Info: <http://www.honeybrookpres.org>



**Saturday, Dec. 9, 2017**

**Meeting of the Philadelphia Chapter of the PRRT&HS** at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa. Feature Presentation "Action Along the New York & Long Branch" by Mitch Dakelman. Info: [www.philaprrths.com](http://www.philaprrths.com)

**Saturday & Sunday, Dec. 9-10, 2017**

**Greenberg's Great Train & Toy Show**, Lebanon Valley Expo Center, 80 Rocherty Road, Lebanon, PA 17042. Info: <http://trainshow.com/lebanon/>

**Saturday & Sunday, Dec. 9-10, 2017**

**Shoreline Model Railroad Club Train Show** at the Atlantic Christian School, 391 Zion Road, Egg Harbor Township, NJ 08205. Adm: \$5.00, under 12 free. Info: Dick Yard at 609-641-5315 or e-mail Dennis Weiss at [Trains1971@comcast.net](mailto:Trains1971@comcast.net).

**Saturday & Sunday, Jan. 13-14, 2018**

**Greenberg's Great Train & Toy Show**, Greater Philadelphia Expo Center, 100 Station Avenue, Oaks, PA 19456. Info: <http://trainshow.com/oaks>

**Saturday & Sunday, Feb. 10-11, 2018**

**Greenberg's Great Train & Toy Show**, York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: <http://trainshow.com/york>

**Saturday & Sunday, Feb. 17-18, 2018**

**Greenberg's Great Train & Toy Show**, Chase Center on the Riverfront, 815 Justison St., Wilmington, DE 19801. Info: <http://Trainshow.com/delaware>



Saturday, December 2, 2017  
Saturday, December 9, 2017

RAILROAD MUSEUM OF PENNSYLVANIA

**Saturday, Dec. 2 & 9, 2017** - Home for the Holidays

**Saturday, Dec. 2 & 9, 2017** - Christmas with the Conductor Parties

**ROUTE 741 EAST**

**STRASBURG, PA**

[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)

**717-687-8628**

**STRASBURG RAIL ROAD**

**SPECIAL EVENTS**

[WWW.STRASBURGRAILROAD.COM](http://WWW.STRASBURGRAILROAD.COM)

**1-866-725-9666**

**Thursday & Friday, Dec. 1, Dec 7-8,14-15, 21-22, 2017** - The Night Before Christmas Train

**Saturday, Dec. 2, 2017** - Christmas Tree Train departs at 8:00, 9:00 and 10:00 AM. Board 30 minutes prior to departure.

**Saturday & Sunday, Dec. 2-3,9-10,16-17, 2017** - Santa's Paradise Express

**Thursday & Friday, Dec. 1, Dec. 7-8, 14-15, 21-22, 2017** - Christmas Feast - Enjoy a delicious Christmas dinner complete with all the trimmings.

**Tuesday-Sunday, Dec. 26-31, 2017** - Steam trains depart at 11:00 AM, 12:00, 1:00 and 2:00 PM

**NOVEMBER, 2017****CHAPTER MEETING MINUTES**

There are no Regular Chapter Meeting Minutes to report. The Annual Chapter Banquet superseded the Regular Chapter Membership Meeting.

**LESS THAN CARLOAD SHIPMENTS****LOCAL AND NATIONAL NEWS****GE TO SELL TRANSPORTATION DIVISION**

GE Transportation

CHICAGO, Nov. 14, 2017, International Railway Journal - General Electric CEO

Mr John Flannery announced on November 13 that the US conglomerate will sell its Transportation business along with its Industrial Solutions and Lighting activities within the next two years as it pursues a more focused strategy.

Addressing an investor conference call, Flannery said GE will refocus its activities around its power, aviation and healthcare divisions, a move which prompted many investors to sell shares, reducing the value of the company by 8% as it fell to a five-year low. The company's stock has fallen by 40% this year and it now has a market value of \$168 billion.

The new strategy is likely to lead to the closure of many of GE's plants around the world, while Flannery is cutting the number of seats on its board from 18 to 12. GE is also set to cut its overhead costs by \$2 billion next year, half of which will come from its troubled power unit.

"Today, GE announced that it will divest the Transportation business from its portfolio," the company said in its official announcement. "The Company is in the early stages of this process and exploring a multitude of possibilities that may include, among several options, creative approaches used to transition GE's Consumer Finance business into Synchrony Financial or models like the Baker Hughes and GE Oil & Gas merger.

GE says recent downturns in the North American locomotive market had been partly offset by international growth and a strong backlog in its services business. GE announced in July that it would transfer production of locomotives from its plant in Erie, Pennsylvania, to Fort Worth, Texas following a 10% drop in domestic orders. GE has produced locomotives at its plant in Lawrence Park since 1910.

**CHAPTER SENIORITY LIST**

Traditionally, railroads recognize an employee's years of service milestones. The National Railway Historical Society also honors this tradition. At the Annual Chapter Banquet on November 18, 2017, service pins were awarded to the following Chapter Members, who have achieved a significant membership milestone.

**25 YEARS**

Lewis J. Hauck

Debra Hauck

**Congratulations and sincere thanks for your many years of loyal membership.**

**CHAPTER VENDOR & CRAFT SHOW A SUCCESS**

The Annual Vendor & Craft Show, held on October 21, was a huge success - the Chapter cleared \$1,411.00. You may not be aware that this show is a fundraiser for our Chapter.

Thank you to all who donated, helped, attended and supported our vendors. Your support is sincerely appreciated.

If you don't participate in any Chapter activities, this would be a great place to start. It's a fun-filled day, not too long, with wonderful items for sale.

**THIS MONTH'S BANNER PHOTO**

In Penn Central's infancy, EMD Model SD45 No. 6180 at Milepost 241, East of Horseshoe Curve, on a cold, snowy February 10, 1968.

**CHRISTMAS HOLIDAY**  
**OPEN HOUSE WEEKEND**

**CHRISTIANA FREIGHT STATION**  
**DECEMBER 9-10, 2017**

**LANCASTER CHAPTER, N.R.H.S., WILL HAVE A SALES TABLE FOR THE OPEN HOUSE WEEKEND**

**DAILY SCHEDULE**

**SATURDAY, DECEMBER 9 - 3:00 PM TO 8:00 PM**

**FAMILY CHILDREN'S PARTY - 3:00 PM TO 5:00 PM**

**TRAIN DISPLAYS, VISIT FROM SANTA, CHILDREN'S ACTIVITIES, FREE HOT DOGS AND DRINKS FOR CHILDREN**

**HAY RIDES STARTING AT 5:00 PM**

**LANCASTER CHAPTER, NRHS SALES TABLE - PURCHASE LAST MINUTE GIFTS**

**POPCORN - HOT DOGS - SNACKS - DRINKS WILL BE AVAILABLE**

**SEE CHRISTIANA BOROUGH'S ANNUAL "LIGHT UP CHRISTMAS" CHRISTMAS LIGHTING CONTEST**

**HAY RIDES AROUND TOWN SPONSORED BY THE CHRISTIANA LIONS CLUB**

**SUNDAY, DECEMBER 10 - 1:00 PM TO 5:00 PM**

**FREIGHT STATION DECORATED FOR CHRISTMAS - TRAIN DISPLAYS**

**POPCORN - SNACKS - DRINKS WILL BE AVAILABLE**

**LANCASTER CHAPTER, NRHS SALES TABLE - PURCHASE LAST MINUTE GIFTS**



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**"INSIDE THE BACK PAGE"**

**UPCOMING LANCASTER CHAPTER ACTIVITIES**

**DECEMBER 9, 2017 - SATURDAY, 3:00 PM - CHRISTIANA FRT. STA. - CHRISTIANA BORO CHRISTMAS PARTY**

The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas light displays - a fun-filled evening for the entire family!

**DECEMBER 10, 2017 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS OPEN HOUSE**

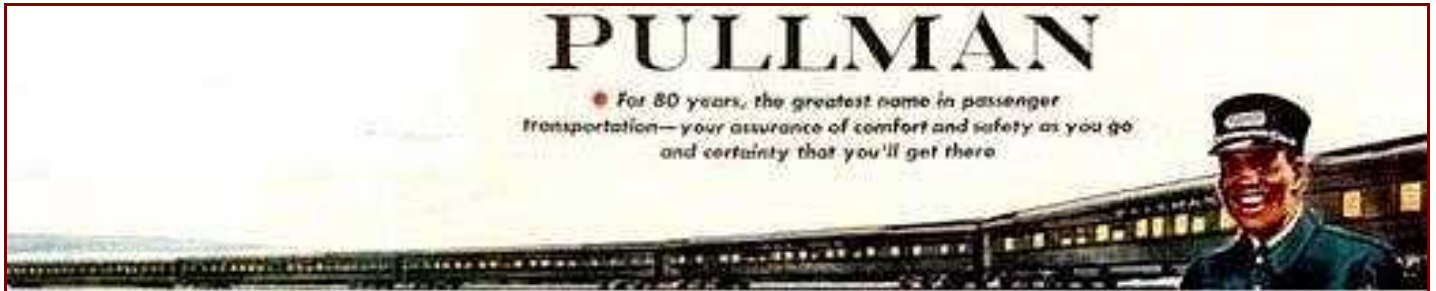
Open House from 1:00 PM to 5:00 PM. Enjoy the Station decorated for Christmas, popcorn, train layout and holiday displays.

**DECEMBER 18, 2017 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS PARTY**

Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit with food, fun and holiday merriment! We have the Santa Claus Seal of Approval!

**JANUARY 15, 2018 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - HOLIDAY STATION CLEAN-UP**

Clean up the Station from the Christmas Open House and holiday festivities. No program or speaker - just mops and brooms! No February Meeting - the first Regular Membership Meeting of 2018 will be on SUNDAY, March 18, 2018, starting at 2:00 PM.



FROM A CHRISTMAS 1943 PULLMAN COMPANY ADVERTISEMENT

**ODD-JOB OZZIE . . . . . AND THE SAME TO YOU . . . . . BY RAY THOMPSON**



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**MEMBERSHIP MEETING NOTICE**

THE REGULAR MEMBERSHIP MEETING AND ANNUAL CHRISTMAS PARTY OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, DEC. 18, 2017, STARTING AT 7:30 P.M.

**LANCASTER CHAPTER, INC.  
 NATIONAL RAILWAY  
 HISTORICAL SOCIETY  
 10 RAILROAD AVENUE  
 CHRISTIANA, PA 17509-1416  
 PHONE: 610-593-4968  
 CHAPTER WEBSITE: WWW.NRHS1.ORG**



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