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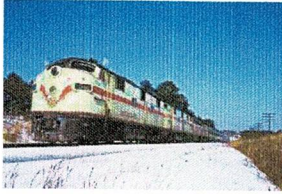
The **PENNSY**

THE PENNSYLVANIA RAILROAD COMPANY
ROOM 1042 TRANSPORTATION CENTER
NUMBER SIX PENN CENTER PLAZA
PHILADELPHIA, PA. 19104



THE PENNSY EMPLOYEE MAGAZINE - JANUARY 1, 1966

HAPPY NEW YEAR FROM THE LANCASTER CHAPTER, INC., N.R.H.S.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK'S MOORMAN STEPPING DOWN

WASHINGTON, Dec. 14, 2017, Railway Age - Amtrak's Charles "Wick" Moorman will step down from the co-CEO position effective Dec. 31 and assume the role of senior advisor, starting Jan. 1, 2018.

"The Board is grateful for Wick's significant contributions since he joined the company, and we are pleased that he is continuing to serve as a senior advisor," said Tony Coscia, Chair of the Amtrak Board of Directors.

The former CEO of Norfolk Southern Corp., Moorman was hired to serve as a transitional CEO, coming out of retirement in September 2016. He was tasked with focusing on three objectives: improve operations, streamline the organizational structure, and find his successor.

The carrier in a release said over the past year that it has created a new organizational structure that improved operational efficiencies and the customer experience. Additionally, the company has achieved record ridership, revenues and earnings.

On Jan. 1, former airline executive Richard Anderson, who joined Amtrak in June 2017, will assume full CEO responsibilities in addition to serving as president.

"I have greatly enjoyed my time at Amtrak, and firmly believe that the company is well-positioned for the future," said Moorman in a statement. "I look forward to continuing my work with Richard and the entire Amtrak team to further advance passenger rail in this country."

The carrier recently unveiled concepts for high-speed equipment slated to replace Acela trainsets on the Northeast Corridor, and after delays has begun to add new passenger equipment built by CAF. New Charger locomotives built by Siemens have initiated revenue service on some trains operated by state agencies.

But Amtrak also took the brunt of some bad news since Moorman arrived. These included several derailments that necessitated emergency track repairs this past summer at its New York Penn Station hub, and incidents involving Amtrak trains including the deaths of two CSX crewmen outside Washington and two Amtrak maintenance workers at Chester, Pa., the latter pointing to what the National Transportation Safety Board described as a broken corporate safety culture.

Amtrak also has faced threats of defunding in Congress and this fall offered buyouts in an effort to reduce headcount.

AMTRAK TO REDUCE DISCOUNT ELIGIBILITY, IMPLEMENT HIGHER CANCELLATION PENALTIES

WASHINGTON, Dec. 14, 2017 – The new year will bring a few significant changes to Amtrak's rail fare discount and reservation cancellation policies. New policies will go into effect in late January, according to Amtrak sources who spoke to *Trains* News Wire on condition of anonymity as the company will not publicize the changes until early January 2018 and may modify the planned adjustments between now and then. The changes resulted from an internal review of fare policies initiated by the railroad's new President and co-CEO Richard Anderson, a former airline executive.

When asked to comment on this story, Amtrak spokeswoman Kimberly Woods told *Trains* News Wire only that "Amtrak is currently evaluating our various discount programs.

"The best way ... for customers to save is to book early (at least 14 days in advance) and use Amtrak's Saver fares," Woods added.

Here is an overview of current policies and the planned changes:

Senior discount: A 15 percent discount off of most rail fares, regardless of time of booking, can currently be used by anyone aged 62 or over. After late January, the minimum age of eligibility for the discount will increase to 65 and the discount percentage will decrease to 10 percent off the rail fare.

Disability discount: Currently, passengers with disabilities receive a 15 percent discount off of all rail fares, regardless of time of booking, but only when reserving with an agent over the phone or in person at a staffed station. After late January, the discount percentage will decrease to 10 percent off the rail fare, but it will still apply to all rail fares.

Child discount: Up to two children between the ages of 2 and 12 are currently allowed to travel for half off the full adult rail fare, as long as they are accompanied by an adult paying full fare. After the 2018 changes take effect, only one child per accompanying adult will be entitled to the 50 percent discount. Full adult fare will be required for a second child.

Discounts no longer applicable to highest bucket fares: Currently, all passenger discounts (Senior, Child, Disability, Student, AAA member, Veteran's Advantage member and National Association of Railroad Passengers member) apply to all fare types except Saver or E-bucket fares (all except Senior, Child and Disability require the ticket to be purchased at least three days in advance of travel). After late January, these discounts (except Disability) will also not apply to "Full Y" bucket fares, which are the highest possible rail fares and usually apply to the last few tickets sold (other than sleeping car tickets, which are always the D-bucket rail fare plus accommodation charge). "Full Y" fares are also the only ones available for purchase from the conductor on board a train.

New 25 percent cancellation penalty for sleeper and Saver fares: Currently, the entire value of any reservation canceled prior to the scheduled time of departure can be converted into an eVoucher (which can be applied to future Amtrak travel within one year of its creation) with no penalty. If a cash refund is requested, a 10 percent penalty applies to coach or Acela Business Class reservations canceled within 48 hours of scheduled departure and 15% penalties apply to sleeping car reservations canceled within seven days of departure (these penalties are waived for Business Class or Acela First Class reservations).

After the changes take effect in January, 25 percent of the value will be deducted from a canceled sleeping car ticket, or a coach or Acela Business Class ticket purchased with a Saver fare (only available at least two weeks before departure), regardless of whether the remainder is returned as cash or as an eVoucher. This penalty does not apply if the reservation is changed for a future date or otherwise modified short of cancellation. If a change results in a lower fare, the full difference can still be returned as an eVoucher.

Note that all discounts apply only to the "rail fare" portion of a ticket's price, and not to the "accommodation charge" for sleeper, Business Class and Acela First Class tickets. These changes will not affect reservations purchased by redeeming Amtrak Guest Rewards points, which carry a separate set of change and cancellation penalties.

AMTRAK SELECTS DEVELOPMENT TEAM TO PARTNER IN BALTIMORE PENN STATION REDEVELOPMENT

Financial negotiations and project scoping underway

BALTIMORE, Dec. 14, 2017, Amtrak MEDIACENTER (Edited) – Amtrak has selected Penn Station Partners, a Baltimore-based team with global expertise, to negotiate a master development deal for Baltimore Penn Station and neighboring Amtrak-owned properties. The team is comprised

of Beatty Development Group, Armada Hoffer Properties, Cross Street Partners, Gensler, WSP USA, Network Rail Consulting and Mace Group among others.



RENDERING OF THE NEW BALTIMORE PENN STATION - AMTRAK

"Baltimore Penn Station is the eighth busiest station in our national network and this important step underscores Amtrak's continued efforts to significantly enhance the station experience and amenities for all travelers," said Bart Bush, Amtrak Vice President of Real Estate Stations and Facilities.

Goals of the master development include modernizing and expanding station facilities and amenities to accommodate growth, renovating the station's upper floors and supporting transit-oriented development that integrates the surrounding neighborhood's unique vitality.

Negotiations are underway with the selected team proposing a multi-phased, mixed-use development that could bring as many as 1.6 million square feet of development to the area. Preliminary concepts include a hotel in the historic station head house, as well as office and residential space to the north along Lanvale Street connected by an expanded concourse with new retail opportunities. Specific details regarding the development's scope, design and phasing will be the focus of future engagement between Amtrak, the selected developer, stakeholders and the public.

The Amtrak Board of Directors approved the designation of Penn Station Partners following a competitive, open procurement process with a rigorous technical and financial review. Penn Station Partners was selected based on their proposal and successful record of project delivery, extensive experience with complex mixed-use properties and adaptive reuse of historic buildings. The team also includes JLL, HR&A Advisors, Charles Belfoure, Cho Benn Holback, Stifel, Nicolaus & Company, RK&K and Younts Design. The group was selected from a pre-qualified short list of teams following a Request for Qualifications in 2016.

AMTRAK HELPS PRESERVE "NEWKIRK MONUMENT"

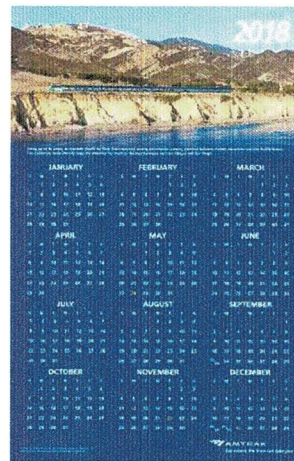
PHILADELPHIA, PA, Philadelphia Chapter, CINDERS - Amtrak has helped preserve the historic stone monument that commemorated the opening of the Philadelphia, Wilmington & Baltimore Railroad to Philadelphia in 1838 and its new bridge over the Schuylkill River. For many years the marble obelisk stood in a neglected location along the Northeast Corridor near 49th Street in Grays Ferry. Now, the 14-foot-high "Newkirk Monument," named for the president of the PW&B, has been restored and moved to a site along Bartram's Mile, the section of Schuylkill



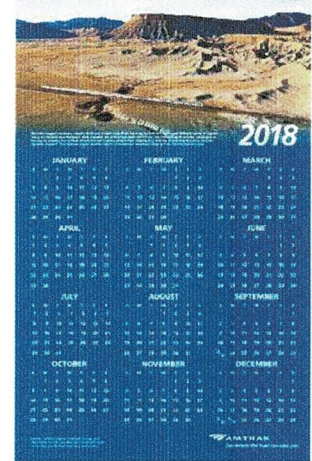
NEWKIRK MONUMENT BESIDE
NORTHEAST CORRIDOR PRIOR TO
RELOCATION.

Banks Trail on the west side of the river.

AMTRAK 2018 WALL AND CUBICLE CALENDARS AVAILABLE



WALL CALENDAR



CUBICLE CALENDAR

The 2018 Wall Calendar photo features a stunning photo of an Amtrak *Pacific Surfliner* train on a scenic bluff high above the ocean. Printed in the standard 24"x36" poster frame size; does not have an eyelet or metal tinning at the top or bottom making it more suitable for framing. \$8.00 each plus shipping.

The 2018 Cubicle Calendar features a stunning aerial photo of the *California Zephyr* and measures 11"x17". \$3.50 each plus shipping. Order at <http://store.amtrak.com>



CSX ANNOUNCES DEATH OF CEO E. HUNTER HARRISON

JACKSONVILLE, FL, Dec. 16, 2017 (GLOBE NEWSWIRE) -- CSX Corporation today issued the following statement: "It is with great sadness that we announce that E. Hunter Harrison, President and Chief Executive Officer of CSX, died today in Wellington, Fla., due to unexpectedly severe complications from a recent illness. The entire CSX family mourns this loss. On behalf of our Board of Directors, management team and employees, we extend our deepest sympathies to Hunter's family. Hunter was a larger-than-life figure who brought his remarkable passion, experience and energy in railroading to CSX."

Edward J. Kelly III, Chairman of the CSX Board of Directors, issued the following statement on behalf of the Board of Directors: "With the passing of Hunter Harrison, CSX has suffered a major loss. Notwithstanding that loss, the Board is confident that Jim Foote, as acting Chief Executive Officer, and the rest of the CSX team will capitalize on the changes that Hunter has made. The Board will continue to consider in a deliberative way how best to maximize CSX's performance over the long term."

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CSX TRANSPORTATION EXECUTIVE CITES EXAMPLES OF FASTER, MORE RELIABLE SERVICE

NEW YORK, Dec. 4, 2017, *Trains* News Wire - CSX Transportation's carload customers are benefitting from faster and more dependable service under CEO E. Hunter Harrison's Precision Scheduled Railroading operating plan.

That's the view of Michael Rutherford, vice president of industrial products at CSX, who spoke at the RailTrends 2017 conference on Friday, Dec. 1.

"The change has been transformative," he says, citing performance measures of terminal dwell and average train speed that now exceed 2016 levels.

Not mentioned: CSX's on-time performance remains stuck at 2016 levels, with about a third of trains arriving late. And in November, some customers reported deteriorating service. Harrison has called those complaints overblown and part of a campaign to spur re-regulation of the industry.

The most visible change at CSX has been the idling of eight of the railroad's dozen hump yards, Rutherford says.

Less visible, but no less important, has been blocking cars closer to their originations and pushing them further across the network before they are flat-switched or classified at a hump yard.

"That's how you get the speed and reliability," Rutherford says.

"Hump yards make sense where they make sense," he adds. "They just don't make sense everywhere."

Previously, CSX was over-reliant on its hump yards. Some cars were classified at hump yards three times on longer routings across the CSX system, adding two or more days to transit time, Rutherford says.

Now they are more likely to run through just one hump — or even no humps on shorter routings. CSX has cut average merchandise transit time from just under seven days when Harrison arrived at the railroad in March, to just under six days at the beginning of November.

Rutherford pointed to faster merchandise service between Buffalo and Syracuse, N.Y., cities separated by just 150 miles on the former New York Central Water Level Route.

Previously, CSX sent Syracuse-bound traffic from Buffalo all the way to Selkirk Yard, 150 miles east of Syracuse. At Selkirk, they were run over the hump, classified, and sent to Syracuse on a westbound train.

"We used to have to boomerang the car over Selkirk," Rutherford says. "As a result, the actual route miles were three times the actual distance from Buffalo to Syracuse."

Now CSX handles this traffic directly between Buffalo and Syracuse, with an eastbound train simply setting out a block of cars in Syracuse while on its way to Selkirk. This has created a faster, more reliable service that's also lower cost, Rutherford says.

Shifting carload business out of unit trains, where possible, is another way CSX is working to streamline service.

Customers often preferred to have their cars move in unit trains because it was more reliable than regular merchandise service, Rutherford says. But unit trains build-in loading and unloading delays and add expense by requiring the use of more freight cars.

One metals customer's unit train service required 10 days to load, move from origin to destination, and unload, Rutherford says. With smaller blocks of carloads moving in daily merchandise service, the moves have been reduced to two days.

The customer now uses 10 to 15 percent fewer cars to handle the same traffic, Rutherford says. And the extra cars are now being used in carrying new business in a different lane, he says.

"We're excited about the product we are bringing to the marketplace," Rutherford says.

CSX also is working to change customer behavior. The railroad wants shippers to order only the number of cars they need — not extras that clog up the system. And it wants shippers to load and unload cars more quickly as part of an effort to keep assets moving.

Rutherford spoke on Friday at the RailTrends 2017 conference sponsored by analyst Anthony Hatch of ABH Consulting and industry trade publication Progressive Railroading.

CSX TRAIN DERAILS IN NEW JERSEY CAUSING COMMUTER DELAYS

UNION, NJ, Dec. 9, 2017, Associated Press (AP) — A freight train en route to upstate New York derailed in northern New Jersey on Friday afternoon, leaving rail cars strewn across the tracks and snarling the evening commute for thousands of people leaving New York.

Fire officials in Union Township, southwest of Newark, said the roughly 140-car train operated by CSX Transportation derailed about 1:30 p.m. on its way to Selkirk, New York, a suburb of Albany.

Fire Chief Michael Scanio said the tracks suffered "severe damage" but that

the train cars were empty according to the engineer's manifest, and there were no injuries.



AFTERMATH OF CSX DERAILMENT IN UNION, NEW JERSEY
NBC4NEW YORK

Overhead images showed at least a dozen rail cars off the tracks or lying on their sides.

People were evacuated from nearby homes and businesses, Scanio said, but were being allowed to return to their homes by late afternoon after hazmat teams cleared the accident scene.

The tracks affected by the derailment are owned by Conrail and are also used by commuter railroad New Jersey Transit, which suspended service on its Raritan Valley Line in both directions in the area of the derailment.

There was no immediate indication about what caused the derailment.

New Jersey Transit's Raritan Valley Line resumed regular weekday service Monday, three days after a freight train derailment suspended service on the busy line.

The transit agency said Conrail, a service provider for CSX Corporation, was able to complete repairs over the weekend in time for the Monday morning commute.

CONRAIL RESTORES NJT SERVICE IN LESS THAN THREE DAYS



Dec. 11, 2017, Railway Age - It took Conrail maintenance-of-way forces less than three days to repair heavy damage to its Lehigh Line, a busy main line used by New Jersey Transit Raritan Valley Line (RVL) passenger trains and CSX and Norfolk Southern freights, following the derailment of a 141-car CSX mixed freight late on the afternoon of Dec. 8.

NJT service was operating with only minor delays on Monday morning. Conrail crews worked over the weekend during a snowstorm to repair the damage as well as stage NJT equipment in preparation for the Monday morning inbound rush.

Conrail Shared Assets Operations owns, maintains and dispatches the Conrail Lehigh Line, which runs from Port Reading Junction in Manville, N.J., to Oak Island Yard in Newark. At Manville, the Conrail Lehigh Line connects to CSX's Trenton Subdivision. The line shares track with NJT's Raritan Valley Line between Newark and Aldene Junction, in Roselle Park. The derailment occurred southwest of Union, N.J., in a mostly industrial area. The CSX train was headed east toward Selkirk, N.Y. There were no casualties.

"NJ Transit is grateful that Conrail was able to complete the necessary repairs over the weekend in time to restore regular weekday service for our customers for their Monday morning commutes," said Executive Director Steven H. Santoro.

Conrail, working closely with NJT, was able to move four NJT RVL trainsets consisting of MultiLevel equipment to where they are normally staged for weekday morning service. Only one NJT inbound RVL train was not operated on Monday morning, due to speed restrictions following track work. The full schedule was expected to be back in service on Tuesday. Conrail's National Docks Clearance Project, a joint venture with NS and the New Jersey DOT completed in 2010 to accommodate double-stack trains, made the moves possible for the extra-height MultiLevels.

The National Transportation Safety Board and Federal Railroad Administration have not released any preliminary information as to the derailment's cause. However, it appears to be a broken stock rail on a turnout that had recently been inspected with a defect detector car. The rail break most likely occurred when a westbound loaded trash train passed over the turnout just prior to the eastbound train that derailed. The break was in the web of the rail and not clean-through, so track circuit continuity wasn't compromised. The rail finally broke and separated completely after the locomotives hauling the CSX train had passed over it.

The CSX train derailed in two spots throughout the 141-car consist, a length that is not unusual for freights on this line, going back at least as far as "Big Conrail." There were three locomotives on the head end; they and the first car separated from the consist. Two cuts of empties that had been placed in the consist between loaded cars during train makeup derailed and jacked up from run-in caused by the loaded cars behind them. Run-in that derails empty cars is not so much a factor of train length as it is train makeup.

The GAO (Government Accountability Office), the investigative arm of the U.S. Congress, recently launched an investigation into the safety of "increasingly long" freight trains operated by Class I railroads "to boost profitability," Reuters reported a few days before the accident.

"Train length is currently unregulated. Any push to add rules would likely face stiff industry opposition because railroads use longer trains to boost margins through the better use of fuel, locomotive power and railcars without having to add extra crew," Reuters noted. "In addition to the GAO study, the FRA has beefed up its presence at CSX rail yards, according to CSX employees and SMART Union Chairman Dale Barnett, citing conversations with FRA inspectors."

An FRA spokesperson "declined to characterize concerns over CSX train length, but said any appearance of increased inspections is due partly to safety complaints and a spike in railroad accidents or incidents," Reuters said, citing "accidents involving long trains that are currently under investigation by the NTSB and the FRA. The GAO will launch its study on safety and other impacts of longer trains in February. The action was prompted by a Nov. 7 letter, seen by Reuters, from U.S. Representatives Peter DeFazio [of Oregon] and Michael Capuano [of Massachusetts], both Democratic members of the House Transportation Committee. DeFazio said his office has received complaints over safety and traffic jams at rail crossings."

CSX told investors in October its freight trains have increased more than 400 feet to 6,833 feet on average since March, when CEO Hunter Harrison launched his "Precision Scheduled Railroad" operating plan.



**NORFOLK SOUTHERN TRAINS
3,241 FIRST RESPONDERS ON
ITS 2017 SAFETY TRAIN TOUR**

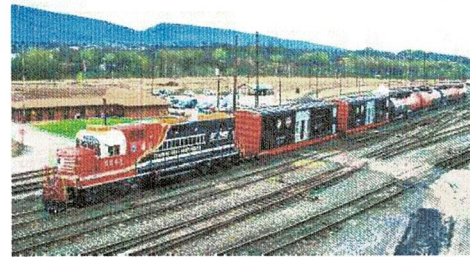
Norfolk, Va., Dec 08, 2017, Norfolk Southern News - Norfolk Southern in 2017 provided training to 3,241 first responders across its network on the company's safety train, a rolling learning lab that helps communities prepare for and safely respond to potential rail incidents.

The safety train visited 23 communities across 14 states during its 2017 tour, providing free training to firefighters, law enforcement, emergency management personnel, and other first responders.

"Safety is ingrained in all things at Norfolk Southern, but emergency response preparedness is something that stands apart," said John Irwin, assistant vice president safety and environmental. "I want to thank all of the emergency responders across our system who took advantage of this opportunity over the past year to experience the hands-on training on our hazmat safety train."

During the safety train's final stop of the year, Nov. 27-Dec. 1 in Greensboro, North Carolina, firefighters participated in advanced tank car training on possible incidents involving the transport of hazardous materials. Norfolk Southern started the tour in March in Hagerstown, Maryland, and along the

way provided training to first responders in Cresson, King of Prussia, and Allentown in Pennsylvania; Newark, Delaware.; Linden, New Jersey; Binghamton, New York; Canton and Columbus in Ohio; South Bend, Indiana; Louisville, Kentucky; Asheville, North Carolina; Roanoke and Bristol in Virginia; Huntsville, Birmingham, and Tuscaloosa in Alabama; Slidell, Louisiana; Macon and Savannah in Georgia; and Greenville and Charleston in South Carolina.



NORFOLK SOUTHERN SAFETY TRAIN

Norfolk Southern rolled out the safety train in 2016 as part of the railroad's commitment to safe operations in the communities it serves. The safety train consists of a dedicated locomotive, two box cars converted into

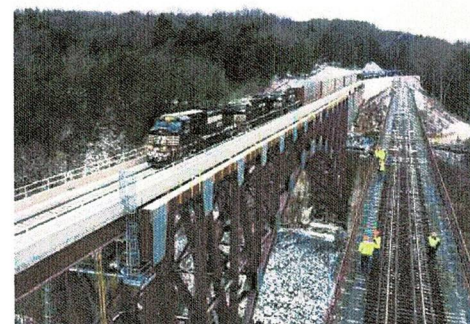
classrooms, three tank cars used in transporting all types of chemicals, and two flat cars equipped with intermodal containers and multiple tank car valve arrangements that can simulate leaks.

"Our safety train is helping Norfolk Southern build and strengthen relationships with first responders across our network," said David Schoendorfer, system manager hazardous materials. "We want them to be equipped with the tools and resources they need to safely do their jobs when responding to potential rail incidents. It's all about helping our communities be prepared and safe."

The train is part of Norfolk Southern's "Operation Awareness and Response" program to connect first responders with training resources. Part of the training focuses on AskRail™, a mobile application for first responders that provides real-time data about what rail cars are transporting, helping them make informed decisions when responding to a rail emergency.

**NORFOLK SOUTHERN BEGINS RUNNING TRAINS OVER NEW
PORTAGEVILLE BRIDGE, EXPANDING ECONOMIC OPPORTUNITIES
FOR NEW YORK'S SOUTHERN TIER AND NEW ENGLAND**

CASTILE, N.Y., Dec. 11, 2017, Norfolk Southern News (Edited) – After two years of construction across a 235-foot-deep river gorge in Letchworth State Park, Norfolk Southern has begun operating trains across the new Portageville Bridge on its Southern Tier Line.



**AT 2:20 P.M. DEC. 11, NORFOLK SOUTHERN GENERAL
MERCHANDISE TRAIN 36T BECAME THE FIRST TO CROSS THE NEW
PORTAGEVILLE BRIDGE**

Known regionally as the Portage Bridge, the 963-foot-long steel arch railroad span will support economic growth and jobs across New York's Southern Tier region, connecting businesses from Buffalo to Albany with markets east and west. The new bridge will speed up train traffic and enable Norfolk

Southern to run heavier rail car loads over the line, eliminating a major rail bottleneck for freight shippers.

The \$75-million single-track bridge, which spans the Genesee River Gorge, was funded through a public-private partnership among Norfolk Southern, the New York State Department of Transportation, and the Federal Highway

Administration.

At 2:20 p.m. Monday, Norfolk Southern's 36T, an eastbound general merchandise train running from Buffalo to Allentown, Pa., with stops in Corning and Binghamton, N.Y., became the first to run across the new bridge. "This is a very exciting day for Norfolk Southern and for the future of freight rail service in New York's Southern Tier region," said James A. Squires, chairman, president and CEO. "The successful completion of this bridge is an excellent demonstration of how the public and private sectors can work together on freight transportation projects that generate significant public benefits and are vital to U.S. commerce. It's also a testament to Norfolk Southern's robust bridge program and the ingenuity of engineers and railroaders."

In addition to enhancing rail safety and operating efficiencies, the new bridge expands freight capacity and business opportunities for shippers from the Midwest to New England. With the new bridge, Norfolk Southern can now transport rail cars over the Southern Tier Line loaded to the industry standard 286,000 pounds, a key benefit for customers. The old iron truss bridge it replaces, built in 1875 by the Erie Railroad, was unable to support modern freight rail needs – car weights had to be reduced 13,000 pounds below the standard, while train speed was restricted to 10 mph. Trains crossing the new bridge will operate at up to 30 mph.

Among New York-based businesses benefitting from the new bridge are 10 short line railroads that service and connect local industries to Norfolk Southern's network. Norfolk Southern transports freight over the Southern Tier Line for about 1,100 customers in more than 20 states. The line serves as a gateway for trade with Canada and provides a connection to New York City and New England markets.

The design and construction budget for the bridge project included \$15.5 million provided through New York State, including a \$2 million grant from the Finger Lakes Regional Economic Development Council and \$13.5 million in state and federal funds through the New York State Department of Transportation; and \$59.5 million from Norfolk Southern.

The bridge's arch design minimizes the railroad's environmental footprint in the Genesee River Gorge and complements the scenic vistas found in Letchworth State Park.



NJT INCREASING ALP-45DP FLEET

Dec. 6, 2017, Railway Age - New Jersey Transit is exercising an option with

Bombardier Transportation for 17 ALP-45DP dual-power locomotives, to supplement its existing 35-unit fleet.



NJ TRANSIT ALP-45DP DUAL-POWER LOCOMOTIVE

Including spare parts, the cost of the 17 locomotives comes in at \$167.73 million, plus 10% for contingencies, including fluctuations in the U.S. dollar-Euro exchange rate, for a total contract authorization of \$184.51 million, subject to the availability of funds. Add to that \$2.5 million for professional engineering assistance services from STV, Inc. (an amendment to an existing contract) plus 5% for contingencies, for a

total authorization of \$2.63 million, subject to the availability of funds. This brings the total maximum value of the locomotive order to \$187.14 million. NJ Transit said it "has undertaken numerous analyses that have concluded the GP40 and F40-series locomotives have reached the end of the service life and are candidates to be replaced with modern locomotives. NJT expects demand for rail travel to grow over the next decade, and increased use of longer trains consisting of multilevel passenger cars is the primary strategy to meet demand. The purchase of 17 additional dual-powered locomotives will allow NJT to replace the oldest passenger locomotives in

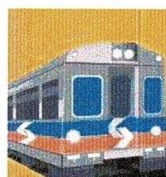
the fleet with a service-proven passenger locomotive that improves both the versatility and the reliability of the rail fleet."

The ALP-45DP, which NJT and AMT (Montreal) acquired in a joint procurement, operates in electric mode under AC catenary, and under its own power in non-electrified territory. In non-electrified territory, twin EPA Tier 3-compliant, 12-cylinder Caterpillar 3512HD (High Displacement) diesels running at up to 2,100 rpm provide a combined 4,200 hp, a starting tractive effort of 71,000 pounds, and a top speed of 100 mph. In electric mode, drawing power from catenary, a transformer virtually identical to that in the Bombardier-built ALP-46A provides 5,360 hp of traction power and a top speed of 125 mph.

Changing between diesel and electric modes is simple and does not interrupt head-end power. To change from diesel to electric, the operator engages the Pantograph Up switch. To change from electric to diesel, the operator engages the Fault Reset button. In either case, changeover takes approximately 100 seconds, and there is automated voice acknowledgment. No electrical modifications were required for NJT's existing cab control cars or trailer coaches, so, in effect, the ALP-45DP is a "plug and play" locomotive.

Designed and engineered by Bombardier in cooperation with STV and the two transit agencies, the ALP-45DP is based upon the four-axle ALP-46A electric, which itself is based upon Bombardier's European TRAXX locomotive. It shares many components and systems with its electric cousin. Among these are the fully suspended drive system, Bombardier MITRAC® TC3360DPV01 IGBT traction converter, and cab layout. The locomotive weighs in at 284,000 pounds—8,000 pounds less than the threshold for operating at speeds greater than 79 mph on the Northeast Corridor—fully fueled with 1,800 gallons of diesel fuel in four compartmentalized 450-gallon tanks, two for each engine. It is 14 feet, 5-1/4 inches high; 71 feet, 6-1/4 inches long; and 9 feet, 8-1/8 inches wide, with a 71,000-pound axle load. Truck axle base is 9 feet, 2-1/4 inches. The carbody is within Amtrak's A-05-1355 clearance diagram. Structurally, it meets 49 CFR Part 238 (Tier 1 Passenger Equipment Crashworthiness), 49 CFR Part 229 (Locomotive Crashworthiness), AAR S-580, and APTA SS-C&S-034-99 requirements. The fuel tanks, which are integral with the monocoque carbody, meet 49 CFR Part 223 and AAR S-5506 requirements.

Due to length and weight requirements, the ALP-45DP is a single-cab, single-pantograph (Transtech) design. It's equipped with a Hotstart AESS system, Wabtec brakes, and ACSEII automatic train protection/9-aspect cab signal system (only on the NJT version). Braking effort in regenerative electric mode is 34,000 pounds; dynamic braking power in diesel mode is 1,767 hp. It's got a specially designed water/nitrogen fire suppression system.



SIEMENS SHIPS FIRST ACS-64 LOCOMOTIVE FOR SEPTA

PHILADELPHIA, PA., Dec. 7, 2017, Railway Age & International Railway Journal - The first ACS-64 electric locomotive for Southeastern Pennsylvania Transportation Authority (SEPTA) has left Siemens' plant in Sacramento, Calif., bound for Philadelphia.

SEPTA's chief press officer Andrew Busch told IRJ that the first locomotive began its journey across the United States last week.



SEPTA SIEMENS ACS-64 LOCOMOTIVE

SEPTA awarded Siemens a \$118 million contract in 2015 to supply 13 ACS-64s to replace its eight AEM-7 and ALP-44 locomotives on Lansdale-Doylestown, Paoli-Thorndale, and Wilmington-Newark commuter services, and expand the electric locomotive fleet to meet additional ridership demand.

The ACS-64s will operate with SEPTA Regional Rail's existing fleet of 36 Bombardier double-deck coaches as well as 45 new coaches ordered last year from CRRC Tangshan, which are due to be delivered from 2019 onwards.

SEPTA says it does not yet have a firm date for introduction of the ACS-64s, but the first units will enter service "sometime in early 2018."

Last year SEPTA leased an Amtrak ACS-64 to test clearances on its branch lines and in Philadelphia's Center City Tunnel.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JANUARY

Jan. 6, 1902 - "Liberty Bell Special" leaves Broad Street Station at 8:00 AM carrying the Liberty Bell, which is to be displayed at the South Carolina Interstate & West Indian Exposition; route is via Hagerstown, Bristol, Asheville and Savannah for maximum public exposure, then returns via Atlantic Coast Line.

Jan. 28, 1907 - Southbound tracks open for revenue service on Wilmington track elevation, including new station by Furness & Evans.

Jan. 27, 1912 - PRR reports that its "safety first" education campaign has reduced employee accidents and injuries by 66% in 1911.

Jan. 1, 1917 - PRR begins screenings of "The Americanization of Tony," a company film to teach citizenship to Italian employees.

Jan. 27, 1922 - PRR announces it is negotiating to place advertising space in its New York and Philadelphia ferry boats and electric MU cars on Paoli, Chestnut Hill and Camden-Atlantic City lines.

Jan. 3, 1927 - PRR inaugurates new New York-Washington express solely to carry Aiken, Asheville and Augusta cars for Southern Ry. Augusta Special; operates through Apr. 24.

Jan. 23, 1932 - AC electrification placed in service between Sunnyside Yard and Manhattan Transfer.

Jan. 27, 1937 - PRR announces electrification to Harrisburg and of all freight main lines east of Harrisburg, to be financed by a \$52.7 million bond issue; includes the Trenton Cut-Off, the Port Road, Monmouth Jct.-Jamesburg-South Amboy, and Coalport Yard in Trenton.

Jan. 15, 1942 - PRSL discontinues through service between Camden and Bridgeton; connecting service operated between Glassboro and Bridgeton.

Jan. 1947 - PRR places new 44-seat deluxe long-distance coaches on The Trail Blazer and The Jeffersonian; first of order of 93 cars.

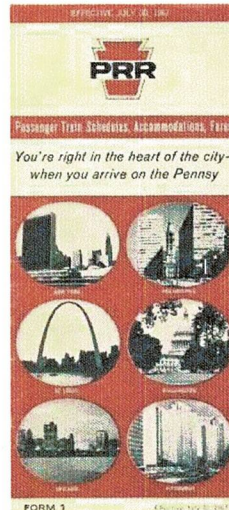
Jan. 1952 - GG1's Nos. 4908-4913 are repainted from Brunswick Green to Tuscan Red with gold leaf stripes and Clarendon lettering to match the new Budd stainless steel cars for the Congressional and Senator; Nos. 4856, 4857, 4876 and 4929 are repainted later, and gold leaf striping and lettering is changed to buff paint later in the year.

Jan. 1957 - PRR corporate headquarters moved from Suburban Station to the new Transportation Building (6 Penn Center) designed by Vincent G. Kling.

Jan. 12, 1962 - PRR and NYC boards approve and sign formal merger agreement; exchange ratio to be 1 NYC to 1.3 PRR; new company to have 11 NYC and 14 PRR directors.

Jan. 23, 1967 - PRR takes the electrification between Frankford Jct. and Pavonia Yard near Camden over the Delair Bridge out of service; it is restored in 1973.

Jan. 5, 1972 - LIRR announces a new fare structure including a 20% increase, zone method of fares, and elimination of 10-trip ticket.



TIMETABLE 01-18

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

Through Sunday, Jan. 14, 2018

Short Line Model Railroad Club Open House at 11 South State Street in Ephrata, PA. 1:00 to 4:00 PM. Admission by donation. Info: www.SLMRC.com

Through Sunday, April 8, 2018

Baltimore Society of Model Engineers Open House and Operating Exhibit, 225 W. Saratoga St., 3rd floor walk-up, Baltimore, MD 21201. Info: <http://www.modelengineers.com>

Saturday & Sunday, 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, 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 & 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, Jan. 20, 2018

The Great Lehigh Valley Train Meet, Merchants Square Mall, 1901 South 12th St., Allentown PA 18103. Admission: \$5.00, Under 12 free, Info: www.lehighvalleytrainmeet.com

Saturday & Sunday, Jan. 27-28, 2018

Amherst Railway Society Railroad Hobby Show, The Eastern States Exposition Fairgrounds, 1305 Memorial Ave., West Springfield MA. 01089. Info: www.railroadhobbyshow.com

Sunday, Jan. 28, 2018

Brooklawn Train Show, Brooklawn American Legion Post No. 72, 11 Railroad Lane, Brooklawn, NJ 08030. Info: <http://facebook.com/StrasburgModelRailroadNJ>

Saturday & Sunday, Feb. 3-4, 2018

Great Scale Model Train Show at the Cow Palace, Maryland State Fair Grounds, 2200 York Rd., Timonium, MD 21093. Info: www.gsmts.com

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 & Sunday, Feb. 24-25, 2018

Spring Thaw Train Meet, Allentown Fairgrounds Agri Plex, 1925 W Chew St., Allentown, PA 18104. Info: www.allentowntrainmeet.com

Saturday & Sunday, Mar. 10-11, 2018

World's Greatest Hobby on Tour, New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ 08837. Info: <http://wqghshow.com/edi2018>

Friday-Sunday, Mar. 23-25, 2018

Railroad Prototype Modelers Valley Forge Meet, Desmond Great Valley Hotel & Convention Center, 1 Liberty Blvd., Malvern, PA 19335. Info: <http://www.rpmvalleyforge.com>

Friday & Saturday, Mar. 30-31, 2018

East Coast Large Scale Train Show, York Expo Center, 334 Carlisle Ave., York, PA 17404. Info: <http://www.eclsts.com>

Saturday, April 7, 2017

Delaware Train Show, Nur Shrine Center, 198 S. DuPont Highway, New Castle, DE 19720. Info: www.toyshow.org

Saturday, May 12, 2018

The Great Lehigh Valley Train Meet, Merchants Square Mall, 1901 South 12th St., Allentown PA 18103. Admission: \$5.00, Under 12 free, Info: www.lehighvalleytrainmeet.com



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

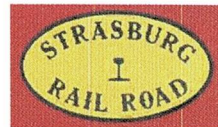
717-687-8628

RAILROAD MUSEUM OF PENNSYLVANIA NAMES FRIENDS BOARD OFFICERS

STRASBURG, PA., Dec. 5, 2017, Railroad Museum of Pennsylvania website-Four members of the nonprofit Friends of the Railroad Museum of Pennsylvania (FRM) board of directors were recently named as officers for 2018.

Serving will be James R. Rose, Jenkintown, Pennsylvania, president; Craig Haberle, Lancaster, Pennsylvania, vice president; Stephen Ferrell, Exton, Pennsylvania, secretary; and David Wood, Mount Gretna, Pennsylvania, treasurer.

Other members of the FRM board of directors for 2018 include William Cluley, Lancaster, Pennsylvania; Charles Coxson, Thorndale, Pennsylvania; Albert J. Giannantonio Jr, West Chester, Pennsylvania; John Gummo, Beech Creek, Pennsylvania; G. Wayne Laepple, Lancaster, Pennsylvania; Douglas O'Brien, Lancaster, Pennsylvania; Tom Ohlhaber, Wrightsville, Pennsylvania; and Patrick C. Morrison, Landisville, Pennsylvania, ex officio.



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Saturday-Monday, Feb. 17-19, 2018 - Departures at 11, 12 and 1

Saturday & Sunday, Feb 24-Mar. 25, 2018 - Departures at 11, 12 and 1

Weekdays, Mar. 19-29, 2018 - LO&S motorcar, weather permitting, at 11, 12 and 1

Friday-Sunday, Mar. 30-Apr.1, 2018 - Easter Bunny Train



**DECEMBER, 2017
CHAPTER MEETING MINUTES**

The "Chapter Christmas" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, December 18, 2017. In President Tom Shenk's absence, the meeting was called to order at 7:35 p.m. by First Vice President Harold (Smoke) Shaak with 29 members present and 1 guest (Dan Barr). First Vice President Harold (Smoke) Shaak led those assembled in the Pledge of Allegiance.

MINUTES: First Vice President Harold (Smoke) Shaak asked for a motion to approve the October Membership Meeting Minutes. Fred Kurtz approved the motion and Glenn Kendig seconded the motion. The October membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: In the absence of Chaplain David Stambaugh, Glenn Kendig asked Smoke Shaak how he is since his accident. He had a total shoulder

replacement surgery in November and is continuing his physical therapy.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of November. Richard reported he dropped off a check for \$875.00 to Stambaugh and Ness for them to do the Chapter's taxes. Richard will also send out a check for \$3744.00 for insurance on the Christiana Freight Station.

Richard announced he received donation letters. One from the Reading Technical & Historical Society and one from the Historic Red Clay Valley (Wilmington and Western Railroad). Fred Kurtz made a motion to donate \$150.00 to the Reading Technical & Historical Society. Evan Russell seconded the motion. Glenn Kendig made a motion to donate \$100.00 to the Historic Red Clay Valley. Steve Himpsl seconded the motion. The Chapter Board decided not to donate to the Rail to Trails. They are shutting down active railroads to make trails.

MEMBERSHIP: Fred Kurtz reported there will be some by-law changes made by National. Not all chapter members will be required to be members of National. There will be a minimum of members that have to belong to National to maintain the Chapter's status with National. National has sent out their due notices. The National dues are \$50.00 for primary member and \$7.00 for secondary members. Members can pay online or send a check to renew. Chapter dues notices are being worked on and chapter members should receive them shortly. There has not been an increase in the dues - they will still be \$20.00 for primary members and \$2.00 for family members. Fred also announced if you would like paper copies of the Chapter newsletter, it will be \$12.00 a year.

CHRISTIANA FREIGHT STATION OPEN HOUSE: The Holiday Open House held on Saturday, December 9 had a total of \$316.00 in donations. The chapter always splits the donations with the Lions Club, who contribute and help the chapter at the Open House. The Lions Club split \$170.00 and the chapter received \$146.00. Strasburg Rail Road ticket sales for both days were: \$126.00. Railroadiana for both days were: \$73.00. Glenn Kendig announced the Open House had around 300 to 400 people over the two days.

THIRD ANNUAL VENDORS AND CRAFT SHOW: The Vendors and Craft Show held on Saturday, October 21 at the Christiana Freight Station raised a total of \$1411.25 for the Chapter. Kitchen sales of all food items donated raised \$396.25.

Money donations were made by Steve and Linda Himpsl, Ginny Rettew, Tom Shenk, Dave Stambaugh, and all those who donated anonymously. Food donations were made by Kathie Steckler, Jane Rutledge, Lorrie Steffy, Lou Hauck, Toady Kennel, Cindy Kendig, Linda Himpsl, and Donetta Eberly. Organizers and helpers: Linda and Steve Himpsl, Jane and Richard Rutledge, Donnie and Lorrie Steffy, Toady Kennel, Ginny Rettew, Lou Hauck, Doug Henry, Glenn and Cindy Kendig, Donetta Eberly.

Cindy Kendig thanks everyone who donated items and helped make the Vendors and Craft show a success.

UPCOMING DATES: Glenn Kendig announced there will not be a Chapter meeting on Monday, January 15, 2018. This date will be to take down and put away the Chapter Christmas decorations. There will not be a Chapter meeting in February. Glenn Kendig announced there will be a Long Range Planning Committee Meeting on Monday, February 12, 2018. Everyone is welcome to attend.

ANNOUNCEMENTS: Steve Himpsl reported the Chapter received a package from the National Library Relocation Company in New York. The package was free, but the Chapter has to pay the shipping. Steve opened the box at the Chapter meeting and it was a railroad lantern from the Conestoga Traction Company. Glenn announced the chapter has a plaque and pictures and we should display all the related pieces.

ADJOURNMENT: The Chapter meeting was adjourned at 7:55 p.m. for the chapter's annual "Christmas Party."

Respectfully submitted by Donetta M. Eberly, Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

NARP UNVEILS NEW BRAND, WEBSITE

WASHINGTON, Nov. 30, 2017, Progressive Railroading - The National Association of Railroad Passengers (NARP) has rebranded itself as the Rail Passengers Association.

The organization unveiled the new name at its annual conference earlier this month. The brand switch, which coincides with the association's 50th anniversary, will herald "a new age for advocacy for rail passengers in North America," Rail Passengers Association officials said in a press release.

"Our commitment to fighting for passenger rail is stronger now that it has ever been before," said Jim Mathews, president and chief executive officer. "As we look to the future, we intend to fight for modern, interconnected transportation systems that meet the needs of train riders today and in the future."

The Rail Passengers Association also has launched a new website and relocated its headquarters in Washington, D.C., to a larger office.

THIS MONTH'S BANNER PHOTO

Images of palm trees, beach sand, and Florida probably come to mind when you think of Seaboard's Silver Meteor or Silver Star ... not snow. Certainly out of character in this photograph, we find No. 22, "The Silver Star" making fast time through Millbrook, NC (Just north of Raleigh) in March 1967 following a long night of very heavy snowfall for this region. This mornings 14-car train is slightly under-powered with only E7A No. 3045 and an E7B handling the train, but handling it well, in this "Christmas Card-like" Wharton Separk photo.

LATE BREAKING NEWS

OVERSPEED CAUSE OF AMTRAK CASCADES FATAL DERAILMENT

TACOMA, WA, Dec. 20, 2017, Railway Age - Three people were killed and more than 70 were injured as an Amtrak Cascades train derailed early Dec. 18 while traversing a curve leading into an overpass at Interstate 5 southwest of Tacoma, Wash., sending a locomotive and passenger cars crashing onto the highway below.

The National Transportation Safety Board, in preliminary findings based upon event recorder data, identified the cause of the wreck as an overspeed condition. NTSB also cited a lapse in situational awareness on the part of the engineer as a possible contributing factor, as there was a second person in the cab.

Southbound Amtrak Cascades no. 501, bound for Portland, Ore., from Seattle, Wash., was operating at 81 mph on a track segment with a civil speed restriction of 30 mph, according to event recorder data obtained from the trailing locomotive. The derailment came on the first

day of Amtrak service via the new Port Defiance Bypass south of Tacoma. The lead locomotive, a Siemens Charger diesel-electric, also new to the service, and a P42 Genesis were providing push-pull power from opposite ends of the 12-car Talgo train. All of the passenger cars derailed, and five vehicles on the highway were hit by the train. There were five crew and one technician aboard the train, and 80 passengers. At least 50 people were

hospitalized, more than a dozen with critical or serious injuries. No one on the highway was killed.

NTSB investigators are looking into whether the Amtrak engineer was distracted by the presence of a conductor-in-training in the locomotive cab, a federal official said. The official, who was not authorized to discuss the matter publicly and spoke on condition of anonymity, said investigators want to know whether the engineer lost situational awareness because of the second person in the cab.

Preliminary information indicated that the emergency brakes deployed automatically and were not manually activated by the engineer, NTSB member Bella Dinh-Zarr said, citing data from the locomotive's event

recorder.

Positive Train Control had been installed on the right-of-way, but wasn't operational, said Geoff Patrick, spokesman for Sound Transit, which owns the right-of-way. The target date for having PTC up and running for the segment of the track where the derailment occurred is the second quarter of 2018. Locomotives and cab-control cars also need to be equipped with PTC. To date, Amtrak has equipped 49% of its locomotives and control cars, according to Federal Railroad Administration data from the second quarter of 2017.

The Bypass, the former BNSF Lakewood Subdivision now owned by Sound Transit, was rebuilt to route Amtrak Cascades and other long-distance trains around the former, slower route along Puget Sound on BNSF-owned tracks. The project includes a stop at

the new Tacoma station at Freighthouse Square, and 20 passenger rail improvements administered by WSDOT and paid for with nearly \$800 million in federal funds. It was to support two additional daily Amtrak Cascades roundtrips between Seattle and Portland, cut travel time between the cities by 10 minutes and improve on-time reliability by avoiding shared operations with freight trains.

A WSDOT track chart shows the maximum operating speed drops from 79 mph to 30 mph for passenger trains just before the tracks curve to cross Interstate 5. The chart, dated Feb. 7, 2017, was submitted to the FRA in anticipation of the start of passenger service on the

Bypass. - All photos courtesy of Pierce County Sheriff.

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

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! There is NO Chapter Membership Meeting in February.

FEBRUARY 12, 2018 - MONDAY, 7:00 PM - CHRISTIANA FRT. STA. - LONG RANGE PLANNING COMMITTEE

MARCH 18, 2018 - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Join us for the first Regular Membership Meeting of 2018.

55 YEARS AGO THIS MONTH



STREET RUNNING IN CHICAGO - SEPTEMBER, 1958

END OF AN ERA ON THE CHICAGO NORTH SHORE AND MILWAUKEE RAILROAD AS THE ELECTROLINERS MADE THEIR FINAL RUNS. THE LAST FULL DAY OF SERVICE CAME ON JANUARY 20, 1963, WITH THE FINAL TRAINS REACHING THEIR DESTINATIONS IN THE EARLY HOURS OF THE FOLLOWING MORNING.



1962	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	1962	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	
JAN		1	2	3	4	5	6	JUL	1	2	3	4	5	6	7	
	7	8	9	10	11	12	13		8	9	10	11	12	13	14	
	14	15	16	17	18	19	20		15	16	17	18	19	20	21	
	21	22	23	24	25	26	27		22	23	24	25	26	27	28	
	28	29	30	31	-----	-----	-----		29	30	31	-----	-----	-----	-----	
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		4	5	6	7	8	9		10		5	6	7	8	9	10
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	18	19	20	21	22	23	24		19	20	21	22	23	24	25	
	25	26	27	28	-----	-----	-----		26	27	28	29	30	31	---	
					1	2	3						1	2	3	4
MAR	4	5	6	7	8	9	10	SEP	2	3	4	5	6	7	8	
	11	12	13	14	15	16	17		9	10	11	12	13	14	15	
	18	19	20	21	22	23	24		16	17	18	19	20	21	22	
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	15	16	17	18	19	20	21		14	15	16	17	18	19	20	
	22	23	24	25	26	27	28		21	22	23	24	25	26	27	
	29	30	-----	-----	-----	-----	-----		28	29	30	31	-----	-----	-----	
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MAY	6	7	8	9	10	11	12	NOV	4	5	6	7	8	9	10	
	13	14	15	16	17	18	19		11	12	13	14	15	16	17	
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	27	28	29	30	31	-----	-----		25	26	27	28	29	30	---	
JUN					1	2		DEC	2	3	4	5	6	7	8	
	3	4	5	6	7	8	9		9	10	11	12	13	14	15	
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	24	25	26	27	28	29	30		30	31	-----	-----	-----	-----	-----	

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PENNSYLVANIA RAILROAD



SYSTEM HEADQUARTERS
TRANSPORTATION CENTER
SIX PENN CENTER PLAZA
PHILADELPHIA 4, PA.

THIS 1962 PRR POCKET CALENDAR IS ALSO APPROPRIATE FOR 2018

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CHAPLAIN:	CELL PHONE	717-683-3053	

MEMBERSHIP MEETING NOTICE

THE HOLIDAY STATION CLEAN-UP OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JAN. 15, 2018, 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



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.

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