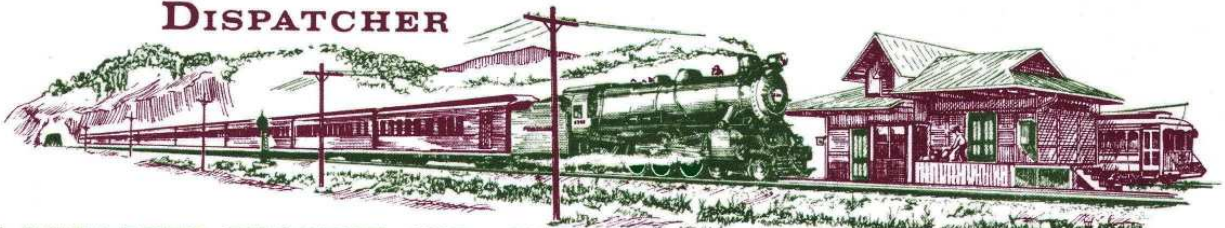


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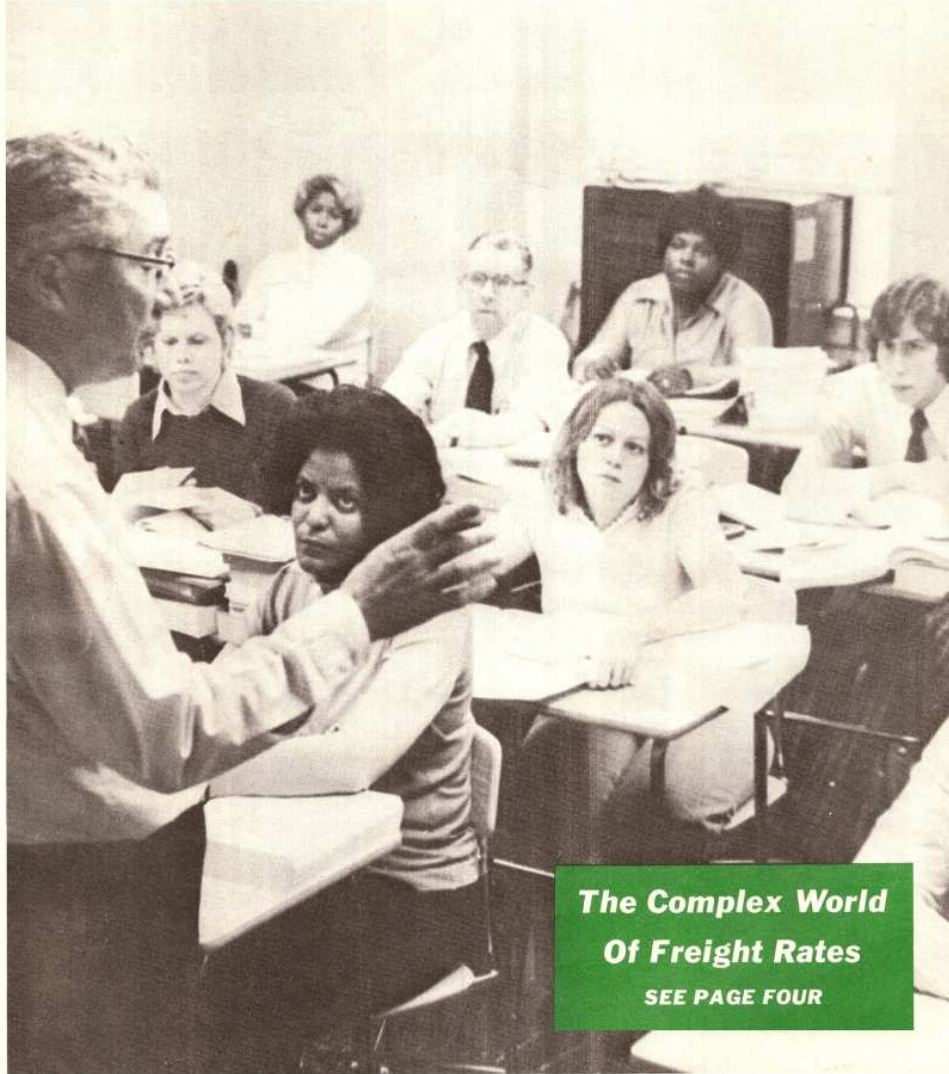
FEBRUARY 2018

**PENN CENTRAL
POST[®]**



NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

MARCH 1976



**The Complex World
Of Freight Rates**

SEE PAGE FOUR

FINAL ISSUE OF THE PENN CENTRAL POST - MARCH 1976

FEBRUARY 1, 1968

PENN CENTRAL - 50 YEARS

FEBRUARY 1, 2018

BUILDING FOR THE FUTURE



IT WAS DURING THE HEIGHT OF THE DEPRESSION THAT THE PENNSYLVANIA RAILROAD EMBARKED ON A GREAT CHALLENGE TO ELECTRIFY ITS MAIN LINE FROM NEW YORK TO WASHINGTON. WORKERS ARE INSTALLING THE SUPPORT WIRES FOR THE CATENARY FOR THE FUTURE ELECTRIC ENGINES IN 1933-1934 AS PRR K4S No. 3803 LEADS A PASSENGER TRAIN THROUGH THE CONSTRUCTION AREA. THIS GREAT PROJECT WOULD OPEN TO SCHEDULED ELECTRIC-POWERED TRAINS ON FEBRUARY 10, 1935 - 83 YEARS AGO THIS MONTH! THE CONGRESSIONAL WAS THE FIRST AND ONLY REGULAR TRAIN TO RUN THROUGH, DEPARTING AT 4:00 PM NORTHBOUND AND 4:30 PM SOUTHBOUND, IT RAN THROUGH IN 4 HOURS: 15 MINUTES WITH 11 CARS EACH. OTHER TRAINS WERE GRADUALLY CONVERTED TO ELECTRIC POWER OVER THE NEXT TWO MONTHS. PHOTOGRAPHER UNKNOWN, MARYLAND RAIL HERITAGE LIBRARY COLLECTION - COURTESY OF THE BALTIMORE CHAPTER, N.R.H.S. INTERCHANGE





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK BEGINS NEXT PHASE OF INFRASTRUCTURE RENEWAL AT NEW YORK PENN STATION

NEW YORK, Jan. 3, 2018, Amtrak MEDIACENTER – Amtrak’s next series of track renewal projects in New York Penn Station, as part of the Infrastructure Renewal program, will begin on Friday, Jan. 5, with revised scheduled train operations commencing on Monday, Jan. 8.

The bulk of the infrastructure renewal work for 2018 is occurring on weekends, as the project scope has not changed since November’s initial announcement. It is still expected to conclude on May 28, 2018, with minor modifications to Amtrak and commuter train weekday operations at New York Penn Station. Amtrak’s revised schedule includes:

- Amtrak cancelled Northeast Regional Trains 110 from Washington, D.C. (WAS) to New York Penn Station (NYP) and 127 from NYP to WAS
- Northbound Keystone Train 640 is terminating at Newark Penn Station
- Southbound Keystone Train 643 is originating at Newark Penn Station
- Southbound Train 173 is stopping at Newark Airport
- Southbound Trains 129, 193 and 653 are all having earlier departure times.
- Train 170 is also departing WAS early, is stopping at North Philadelphia and Cornwells Heights and resuming its schedule from Trenton

The project is occurring in the area of Track 15, which requires a section of concrete demolition and replacement (similar to the work on Track 10 during the summer of 2017), and Track 18, which requires localized concrete demolition with complex steel hardware replacement and rail renewal. In addition, Amtrak is renewing and replacing three turnouts in “C” Interlocking, which directs Amtrak and Long Island Rail Road trains to routes heading east and to Sunnyside Yard.

During the summer of 2017, Amtrak accelerated its Infrastructure Renewal program at New York Penn Station, which is one element of Amtrak’s plan to modernize stations, infrastructure, and equipment on the Northeast Corridor.

Amtrak’s reservation systems are updated to reflect these schedules and passengers who were booked on a cancelled or altered train have been contacted and re-accommodated. Additional information can be found on Amtrak.com and Amtrak.com/NYPRenewal.

AMTRAK NAMES KEN HYLANDER CHIEF SAFETY OFFICER

Experienced safety leader to implement safety management system

WASHINGTON, Jan. 9, 2018, Amtrak MEDIACENTER – Amtrak has named Ken Hylander Executive Vice President and Chief Safety Officer. Hylander most recently served as Chairman of the Flight Safety Foundation and previously served as the Chief Safety Officer at Delta Air Lines. He will report directly to President and CEO Richard Anderson and be responsible for implementing a proven Safety Management System (SMS) at Amtrak.

“We are improving safety at Amtrak. Keeping our customers and employees safe is our most important responsibility and a high quality Safety Management System is a requirement for Amtrak,” said Anderson. “Ken is a recognized leader in the implementation and operation of SMS, and his experience will be instrumental in helping build our safety culture.”

SMS is a proactive risk management system which builds on predictive safety management methods. SMS has been a cornerstone of improving safety in many industries, including aviation, health care and energy. Recently, the NTSB recommended that Amtrak implement a SMS Program. Amtrak endorses this NTSB recommendation.

Hylander has more than three decades of experience in the aviation industry. He retired as a senior vice president from Delta Air Lines in 2014, where he successfully oversaw the SMS implementation at Delta and managed the occupational, operating safety, security, quality and environmental compliance programs.

He currently serves on the Board of Governors of the Flight Safety Foundation and is an independent member of the Board of Directors of Monroe Energy in Trainer, Pennsylvania, an oil refinery subsidiary of Delta Air Lines.

Hylander was Northwest Airlines’ Chief Safety Officer prior to the airline’s merger with Delta. Before joining Northwest in 1997 as the Vice President of Quality, Reliability and Engineering, Hylander spent nearly 17 years at United Airlines where he held a variety of engineering, quality assurance, and operations management positions.



AMTRAK’S ‘SILVER METEOR’ DERAILS IN GEORGIA

SAVANNAH, Ga., Jan. 4, 2018, *Trains News Wire* - Amtrak’s northbound *Silver Meteor* en route from Miami to New York derailed at the Savannah Amtrak Station late Wednesday night, various news outlets reported. Amtrak spokesman Jason Abrams said train 98 was backing slowly into the Savannah station about 10 p.m.

Wednesday when two Viewliner sleepers and a baggage car derailed about 1,000 feet from the station. There were 311 people on board but there were no injuries in the low speed derailment. All the cars remained upright.

The Southeast has been hit by a severe winter storm that brought Savannah its first snow fall exceeding one inch in 28 years. A passenger told media outlets that as the train approached the Savannah station, an announcement was made that a switch was frozen. To access the station, the train ran past the depot and attempted to back in when it derailed.

Abrams’ said the main train was to continue north though some of the sleeping car passengers had to be put on board a different train.

The *Silver Meteor* was the first diesel-powered streamliner between New York and Florida when the Seaboard Air Line Railroad introduced it in 1939. It became an Amtrak operation in 1971 along with the *Silver Star*, Amtrak’s other New York – Florida train.



NORTH CAROLINA WRAPS UP PIEDMONT IMPROVEMENT PROJECT

Jan. 12, 2018, Progressive Railroading -

After seven years of work, North Carolina has completed the Piedmont Improvement Program, an effort to improve freight- and passenger-rail service between Charlotte and Raleigh.

The program was designed to improve the safety, efficiency and reliability of rail service. Over the course of the program, more than 40 rail projects were completed, the North Carolina Department of Transportation (NCDOT) announced Wednesday.

The projects included:

- constructing 13 new bridges over or under highways to prevent train/vehicle collisions;
- laying 27 miles of double track between Greensboro and Charlotte, making the route between both cities now double track;
- closing nearly 40 street-level roadway crossings;
- adding locomotives and rail cars for the Piedmont passenger-rail service;

- improvements to four train stations between Cary and Kannapolis.

"The Piedmont Improvement Program has put our state on the right path for the future by not only improving connectivity for passenger customers, but also serving as a catalyst for economic improvement through freight rail service, locally and nationally," said NCDOT Chief Deputy Secretary David Howard.

Modernizing the corridor also allows for increased freight service, he added.

Railroads involved in the Piedmont program included Amtrak, CSX, Norfolk Southern Railway and North Carolina Railroad Co.



[BRIGHTLINE'S WEBSITE CRASHES AFTER DEBUT ANNOUNCED](#)

WEST PALM BEACH, Fla., Jan. 12, 2018, *Trains* News Wire - Efforts to fill trains the first day Brightline tickets went on sale hit a big snag Thursday, Jan. 11.

Although Brightline finally announced that its first revenue runs between West Palm Beach and Fort Lauderdale, Fla., would begin Saturday, Jan. 13, the booking portion of the company's website was able to accommodate only a few transactions before it crashed.

Instead of being able to buy tickets, travelers were greeted with a disclaimer.

"Due to overwhelming excitement, we're experiencing site traffic delays and booking glitches. We have temporarily suspended booking rides where train times are displaying 'sold out' while we work through the kinks. Thanks for your patience."

Potential customers were advised to "please check back later today" on Thursday, but by early Friday morning only Jan. 13 and 14 departures were shown as available while all other 2018 dates were listed as "sold out." During one attempted Saturday purchase, a customer was advised to start over. The website also said the Brightline app was available but no app could be found on Apple's "App Store."

Tickets are sold by agents at the new Brightline stations, yet buying online is essential because all seats in both "Select" and "Smart" class are reserved and are to be chosen at the time of booking. The temporary "Try our Train" fares for "Smart" class are \$10 one way during the introductory period. The three Smart cars on each train have a two-seats-on-each-side configuration, but passengers can book tables with four facing seats.

For another \$5, the Select car provides 1-2 seating with wider seats. Beverages and snacks are complimentary in Select and available for purchase from a cart in Smart class.

There are 11 round-trips weekdays and 10 on weekends. The Monday-Friday departures start at 6 a.m. from West Palm Beach and 6:55 a.m. from Fort Lauderdale and end at 7 p.m. and 7:55 p.m. respectively, with mostly hourly service (one hour is skipped in the morning and two each afternoon). Weekend trains leave West Palm Beach every hour and a half starting at 8 a.m., with the last departure at 9:30 p.m. From Fort Lauderdale, the first train heads north at 9:25 a.m. and the last at 10:55 p.m.

Trips are carded at 40 minutes, but the non-stop journey is projected to actually take 35 minutes including five minutes of recovery time into the terminals. Brightline officials say 80 percent of the running is at 79 mph. In contrast, Tri-Rail trains on former CSX Transportation tracks mostly adjacent to Interstate 95 further west make seven intermediate stops and require 58 minutes, but the one-way adult fare is \$6.20.

More details are expected to be announced at a media event Friday. The current schedule pattern will be in effect until service is extended south of Fort Lauderdale to Miami, where Brightline's new Miami Central station is expected to open within the next two months.

[POLICE IDENTIFY 31-YEAR-OLD WOMAN STUCK AND KILLED BY BRIGHTLINE TRAIN](#)

MIAMI, Jan. 13, 2018, Miami Herald & *Trains* News Wire - Boynton Beach

Police identified Melissa Lavell as the woman who was fatally struck by a Brightline train Friday night, Jan. 12.

Witnesses told police it appeared that the 31-year-old Boynton Beach woman was crossing the tracks in Boynton Beach after the guard rails were down and was on the tracks as the train approached.

The Brightline train was carrying invited guests on a preview ride from downtown Fort Lauderdale to downtown West Palm Beach to show off its high speed services a day before its Saturday introduction to the public. Brightline had spent much of the day giving rides to VIPs, government officials and the media to tout its 33-minute rides between the destinations. No one on the train, which was traveling north and hit Lavell near Northeast Sixth Avenue around 6:25 p.m., was hurt.

Michael Hicks, a spokesman for Brightline, released a statement Friday night: "This is a tragic incident, and our thoughts and prayers are with those affected," the statement said. "We continue to stress safety and the adherence to the rules and laws in place around active railroads."

In a second incident, a 51-year-old man who rode his bicycle around lowered crossing gates was struck and killed by a Brightline train on Wednesday, Jan. 17, police said.

Under Florida law, it is illegal for pedestrians or motorists to cross tracks when crossing gates or barriers are lowered or are being lowered or raised. Cyclists are required to follow the same laws as motorists.



[CSX REPORTS STRONG EARNINGS GROWTH DESPITE FLAT REVENUE, SLUMPING TRAFFIC](#)

JACKSONVILLE, Fla., Jan. 17, 2018, *Trains* News Wire - CSX Transportation's quarterly net income soared 25 percent in the fourth quarter as cost-cutting more than offset flat revenue and slumping traffic volume, the railroad reported on Jan. 16.

CSX reported adjusted net earnings of \$573 million, up from \$458 million a year ago, on operating income of \$1 billion. Adjusted earnings per share of 64 cents was up 31 percent, topping Wall Street expectations of 56 cents per share. The adjusted earnings excluded one-time items, including a windfall \$3.6-billion tax reform benefit and a restructuring charge.

The railroad's adjusted operating ratio was 64.8 percent for the quarter, down from 67 percent a year ago.

"CSX's performance continued to strengthen in the fourth quarter, building upon the scheduled railroading model that was instituted by Hunter Harrison," says new CEO Jim Foote.

Former CEO Harrison died in December, just eight months into his tenure at CSX.

For the quarter, CSX's volume fell by 2 percent on a carload basis and by 10 percent when measured by revenue ton miles. Executives attributed much of the lost traffic to service issues related to the accelerated rollout of Harrison's Precision Scheduled Railroading operating model.

Merchandise traffic was down 5 percent; coal was flat; and intermodal volume was up 1 percent on strong international traffic growth. But domestic intermodal fell 7 percent as the railroad culled lower-volume intermodal lanes.

Revenue was flat when adjusted to exclude an extra fiscal week in last year's calendar. Revenue was higher in six of CSX's 10 traffic categories.

CSX's key operating metrics improved during the quarter. Train velocity was up 14 percent versus a year ago, while terminal dwell declined by 7 percent.

The average train speed mark hit a record for CSX. Foote said observers would have to go back to the steam era to find average train speeds as high as today's CSX figures.

For the full year, adjusted operating income was \$3.9 billion, up 18 percent, while adjusted earnings per share were \$2.30, up from \$1.81 a year ago. The adjusted operating ratio for 2017 was 66.3 percent, down from 69.4 percent in 2016.

CSX BOARD OF DIRECTORS NAMES INDUSTRY VETERAN JAMES. M. FOOTE PRESIDENT AND CEO



JAMES M. FOOTE
CSX CORP. PHOTO

JACKSONVILLE, Fla., Dec. 22, 2017 (GLOBE NEWSWIRE) - The Board of Directors of CSX Corporation announced today that it has unanimously named James (Jim) M. Foote as the company's president and chief executive officer, effective immediately. Mr. Foote was named acting CEO on December 14, 2017 after E. Hunter Harrison was placed on medical leave. Mr. Foote will also join the Company's Board of Directors.

CSX Chairman Edward J. Kelly III said, "While we continue to mourn the loss of Hunter Harrison, the Board of Directors is pleased to announce Jim Foote as his successor. Jim has decades of railroading

experience and the Board is confident of his ability to lead the company. He has already had a markedly positive impact. The Board looks forward to working with him."

Jim Foote, president and chief executive officer of CSX said, "I worked alongside Hunter for over a decade and his pioneering approach to railroading unlocked significant efficiencies and value, and we remain focused on delivering on this vision for CSX, our customers and our shareholders. The execution of Precision Scheduled Railroading is well underway, with the most critical components of the implementation completed and beginning to generate measurable operating improvement."

Foote continued: "We look forward to providing an update on our strategic progress and to showcase our deeply talented management team at our upcoming investor day in March."

About Jim Foote

Mr. Foote, a senior executive with over 40 years of railroad industry experience in finance, operations and sales and marketing, was named executive vice president and chief operating officer of CSX in October 2017. Prior to joining CSX, Mr. Foote was president and chief executive officer of Bright Rail Energy, a technology company formed in 2012 to design, develop and sell products that allow railroads to switch locomotives to natural gas power. Before heading Bright Rail, Mr. Foote was executive vice president of sales and marketing with Canadian National Railway Company. Mr. Foote joined Canadian National in 1995 as vice president of investor relations to assist the company's privatization. He also served as vice president of sales and marketing merchandise. Jim began his career in the railroad industry in 1972 as a laborer in the mechanical department with the Soo Line Railroad in Superior, Wisconsin. For nine years, he worked union operating positions with the Soo Line and Chicago North Western full time while earning his undergraduate and law degrees.

CSX STRENGTHENS MANAGEMENT TEAM WITH ADDITION OF EDMOND L. HARRIS AS EXECUTIVE VICE PRESIDENT OF OPERATIONS



ED HARRIS - CSX CORP.

JACKSONVILLE, Fla. - January 8, 2018 -- CSX Corporation announced today that Edmond L. Harris has been named executive vice president of operations, effective immediately. Mr. Harris has more than 40 years' experience in the railroad industry in an operating capacity, including nearly two decades at the Illinois Central and Canadian National (CN), where he worked closely with Hunter Harrison to transform the traditional operating models of both railroads to Precision Scheduled

Railroading models. Mr. Harris ultimately served as executive vice president of operations until his retirement from CN.

Jim Foote, president and chief executive officer of CSX said, "I am thrilled to have Ed join the CSX team and believe his railroading experience, including nearly a decade working closely with me at CN, will be invaluable in achieving our ultimate goal of establishing CSX as the best railroad in

North America. Ed joins an already strong and diversified leadership team at CSX that is focused on creating value for our customers and shareholders through operational excellence and the continued implementation of the new operating plan."

Ed Harris, executive vice president of operations of CSX, said, "The pace of transformation that CSX has accomplished in such a short period of time has been remarkable and I am excited to get to work. Similar to Jim, I have spent many years implementing the scheduled railroading operating plan and I am confident that I can make an immediate contribution to CSX's commitment to delivering value to all stakeholders."

As executive vice president of operations, Mr. Harris will have responsibility for mechanical, engineering, transportation and network operations.

Prior to joining CSX, Mr. Harris served as a senior advisor to Global Infrastructure Partners, an independent fund that invests in infrastructure assets worldwide; chairman of Omnitrax Rail Network; and board director for Universal Rail Services. Mr. Harris also consulted recently with Rio Tinto in Australia and Cosan Industries in Brazil. Mr. Harris began his career with Illinois Central Railroad serving as a key member of the operating team, which included Hunter Harrison, that first introduced the scheduled railroading model to the industry. Following CN's acquisition of Illinois Central, Mr. Harris held leadership positions alongside Jim Foote. After retiring from CN, Mr. Harris joined Canadian Pacific (CP) where he served as chief operations officer and subsequently joined the CP Board.

Mr. Harris brings a demonstrated track record of improving productivity, service, and safety at North American railways. He earned a Bachelor of Science degree in business management from the University of Illinois and served in the U.S. Marine Corps from 1969 to 1973.

'THERE IS NO TURNING BACK'

JACKSONVILLE, Fla., Jan. 17, 2018, *Trains* News Wire - The Jim Foote-era at CSX Transportation began with a rumble that emphatically signaled his commitment to following through on what the late CEO E. Hunter Harrison began.

In a symbolic move, Foote's first decision after being named chief executive in December was ordering the hump bulldozed at Tilford Yard in Atlanta. The yard was one of eight humps converted to flat-switching last year under Harrison, who died in December.

"Atlanta hump yard today is flat," Foote says. "There is no turning back."

Foote made the remarks in the opening minutes of the railroad's fourth-quarter earnings call on Jan. 16.

"Hunter was a true legend, and CSX would not be in the position it is today without the tremendous changes that he was able to make during his time here," Foote says. "I am committed to seeing his vision through and making CSX the best railroad in North America."

New operations chief Ed Harris, who joined CSX just last week, says the railroad will continue to follow Harrison's operating plan, including running fewer trains, putting more locomotives in storage, moving the same tonnage with fewer freight cars, and having a more fluid network.

"The table has been set," says Harris, who worked alongside Harrison at Illinois Central and Canadian National. CSX will take advantage of technology and boost the use of distributed power, Harris says.

Harris says he's a proponent of run-through interchange trains and would like to see CSX bypass the Belt Railway of Chicago by running merchandise trains directly to BNSF Railway and Union Pacific.

Also on his agenda: Partnering with short lines and other Class I railroads to create shorter, more efficient routes as well as to take advantage of directional running opportunities, particularly for longer trains. CSX also will continue to build longer trains powered by fewer locomotives per train, Foote says. As CSX operations improve, a key focus is on boosting on-time performance, which was just 56 percent in the fourth quarter. That's not satisfactory, Foote says, and the development of scheduling plans for every carload will help raise on-time deliveries.

Harrison changed as much at CSX in eight months as he did at CN in three years, Foote says. And CSX executives fully understand that the disruption caused by the rapid-fire implementation of Precision Scheduled Railroading came at the price of lost traffic, frayed customer relationships, and regulatory scrutiny.

Most of the traffic will eventually return to CSX, Foote says, citing Harrison's experience changing CN and Canadian Pacific.

"We are seeing some of those customers return already," Foote says, although the railroad expects revenue to increase only slightly this year.

But CSX neither wants nor expects to regain the 7 percent of domestic intermodal volume that left the railroad when it jettisoned its hub-and-spoke intermodal strategy. CSX had used its Northwest Ohio Intermodal Terminal as a container sorting hub to build density required to serve hundreds of low-volume lanes. Foote says the increasing amount of container traffic landing at East Coast ports is an intermodal opportunity that CSX will tap.

CSX slashed capital spending by 25 percent in 2017, to just more than \$2 billion. It will fall by another 20 percent this year, to \$1.6 billion. Analysts expressed concern over the sharp decline and asked whether CSX would be investing enough to maintain its physical plant.

The railroad will spend about \$1.4 billion this year — roughly the same as in prior years — on track maintenance, Chief Financial Officer Frank Lonergo says.

The biggest reasons for the drop are the elimination of spending on new locomotives and freight cars. With 900 locomotives in storage, and 20,000 cars parked, it will be years before CSX needs to buy more, executives said.

Foote says the railroad is revisiting Harrison's decision to pull out of the long-sought Howard Street Tunnel clearance project in Baltimore. The railroad is crunching the numbers again to see if there's a business case for clearing the tunnel for double-stacks or whether there are other alternatives. Foote will let Maryland and Port of Baltimore officials know once a final decision has been made.

Citing an investor day scheduled for March 1, CSX executives would not provide many specifics regarding their expectations for 2018 and beyond.

They did say, however, that they expect significant improvement in the railroad's operating ratio each of the next three years as operational improvements and efficiency gains flow to the bottom line.

Executives also expect CSX's employee headcount to fall by 2,000 people this year. The company had 3,282 fewer employees on Dec. 31 than it did a year ago, as the workforce dipped to 24,006 people.

The total number of positions cut in 2017 hits 4,700 when consultants are included, Foote says.



DELAWARE-LACKAWANNA RAILROAD REPORTS RECORD CARLOADS IN 2017

SCRANTON, PA, Jan. 10, 2018, Progressive Railroading - The Delaware-Lackawanna Railroad Co. Inc. (DL) last year logged a record 8,572 revenue carloads over the Pennsylvania

Northeast Regional Railroad Authority's regional-rail system, the authority reported yesterday.

The number surpasses the previous record of 8,048 cars handled in 2015 and is indicative of economic growth among the 20-plus industries served by the DL in northeastern Pennsylvania, said Larry Malski, authority president, in a press release.

The number of carloads in 2017 represented a 31 percent increase over 2016, he added.

Also last year, the DL added two new customers requiring rail service: Scranton Transload and Northwoods Paper. The regional railroad also handled more than 100 special high-and-wide carloads of components for the new Invenergy Jessup Power Plant.

Major commodities hauled by the DL include wheat and flour, sand, plastic,

lumber, propane and consumer products.

The DL has applied for a Pennsylvania Department of Transportation grant to re-lay portions of double track along the Carbondale Line because of "rapidly increasing" carloads on that line, Malski said.

"Since 1982 when the authority was formed to save the approximately 100 miles of rail lines that the private sector railroad were abandoning and liquidating, a true rail renaissance has transpired in northeastern Pennsylvania with thousands of jobs saved and created by the many industries that need freight-rail service to stay competitive," said Malski.



NORFOLK SOUTHERN FACILITATED OVER \$1 BILLION IN INDUSTRIAL DEVELOPMENT ALONG RAIL LINES IN 2017

NORFOLK, Va., Jan. 11, 2018, Norfolk Southern News (Edited) – Norfolk Southern assisted 75 industries in locating or expanding their business operations along its rail lines in 2017.

The 54 new and 21 expanded industries across 17 states represent an investment of \$1.1 billion by Norfolk Southern customers. This economic development is expected to create nearly 2,000 new customer jobs in the railroad's service area and generate over 147,000 carloads of new rail traffic annually.

Norfolk Southern works with state and local economic development authorities on projects involving site location and development of infrastructure to connect customers to its rail system. Norfolk Southern provides free and confidential facility location services, including industrial park planning, site layout, track design, and supply-chain analysis. During the past 10 years, NS' Industrial Development Department has participated in the location or expansion of 922 facilities representing private investment of over \$60 billion and creating nearly 41,000 direct new customer jobs in territory the railroad serves.

NORFOLK SOUTHERN TO SERVE NEW JOINT TOYOTA AND MAZDA ASSEMBLY PLANT IN ALABAMA

NORFOLK, Va., Jan. 12, 2018, *Trains* News Wire (Edited) - Norfolk Southern, already the largest rail shipper of auto products in North America, will add another assembly plant to its network when a new Toyota and Mazda factory opens in Alabama in 2021.

The plant will be built in Huntsville, Ala., Toyota and Mazda officials announced on Jan. 10. The \$1.6-billion plant, to be located along the NS Memphis East Line, will produce the Toyota Corolla and a Mazda crossover model that has yet to be introduced, the companies said.

The plant will employ 4,000 people and have the capacity to build 300,000 vehicles annually. It will be located just 14 miles from Toyota's engine plant in Huntsville, which churns out 700,000 engines per year.

NS serves 26 auto assembly plants, 35 auto distribution facilities, three Just-In-Time rail centers, and four service hubs.



READING & NORTHERN'S 2017 GROWTH FUELED BY ANTHRACITE COAL

PORT CLINTON, PA, Jan. 10, 2018, Progressive Railroading - A 40 percent increase in its anthracite coal business helped propel Reading & Northern Railroad (R&N) to its most successful year in history, company officials announced last week.

In 2017, the R&N handled 31,175 carloads and revenue of nearly 15 percent over 2016's levels.

"This unprecedented growth came across all of the many commodity lanes handled by the R&N," company officials said in a press release.

The 40 percent increase in the anthracite coal business was fueled by a late-2017 announcement of a sale of Pennsylvania anthracite to the Ukraine, replacing Russian coal. In addition, the completion of a seven-year project to connect by rail the Hazleton Shaft to a new state-of-the-art coal dryer

helped boost the R&N's anthracite coal traffic.

"That project was finally completed this summer and the process of shifting over 100,000 tons of dried coal delivered by truck over to rail began," R&N officials said. "By year end, R&N and its customer Hiller Hazleton had shifted 40,000 tons to rail for delivery to a Midwestern steel mill."

To accomplish the task, R&N purchased 121 covered hopper cars and a new conveyor to assist with an unloading at a transfer station in Indiana.

"We expect to convert more of this truck to rail in 2018," they added.

The railroad achieved success in other areas, too. Past industrial development projects reached fruition, which added hundreds of new cars of business. Additionally, R&N's transload facilities and warehouse found new customers. And the forest products business handled more than 10,000 carloads last year.

By the year's end, the R&N had more employees, track, locomotives, freight cars, facilities and customers than at any point in its history, said R&N officials. With more than 20 active industrial projects in various stages of development, R&N anticipates future growth.

"I expect our superior service will help our customers grow and as they grow we will benefit," said Chief Executive Officer Andy Muller. "I expect our reputation to encourage more businesses to locate along our lines."

Based in Port Clinton, Pennsylvania, the R&N operates freight-rail service, as well as an excursion passenger service on its Lehigh Gorge Scenic Railway. The railroad owns nearly 1,200 freight cars and employs more than 200 people.



READING OUTER STATION HERALDS RECORD-BREAKING RIDERSHIP

PORT CLINTON, PA - Jan. 5, 2018, Reading & Northern News Release - Another successful year in the books and for Port Clinton-based

Reading & Northern Railroad it is the record books.

Almost 120,000 people rode on the Reading and Northern and Lehigh Gorge Scenic Railway passenger rail offerings in 2017. This is approximately a 15% increase from last year's record-breaking year when Reading & Northern broke the 100,000 passenger mark for the second time running.

Much of this growth was created by the opening of the brand new Reading Outer Station in Muhlenberg Township north of Reading, PA. The grounds includes a Victorian-era switch tender's tower complete with clean restrooms, and overhung steps from the expanded parking lot to the newly created passenger loading platform. Also, on site is a new electronic information sign next to a steam locomotive water tower.

Completed in 2017 this new facility served as a gateway to the Reading & Northern passenger offerings. Long active in providing passenger excursion services through its Lehigh Gorge Scenic Railway in Jim Thorpe, Reading & Northern expanded into Berks County with the Reading Outer Station.

From Memorial Day through November, Reading & Northern used its Rail Diesel Cars (RDCs) to take passengers for a comfortable ride along its mainline route from Reading Outer Station. The RDC consist has sliding-windows, a snack counter, and 132 seats making it a convenient and comfortable ride for our guests. It was no surprise that people clamored to take these trains and consequently every train was sold out during this historical first endeavor in 2017!

In October, Reading & Northern shifted the starting location for its famous Fall Foliage specials from Port Clinton to Reading Outer Station. The resulting change brought hundreds of new visitors from Berks, Lebanon, and Lancaster Counties. As a result, extra trains were added and almost 6,000 visitors rode these trains. Approximately 1,200 more people requested tickets for this popular excursion and had to be turned away.

Reading Outer Station continued to break records this winter as over 3,500 people, mostly children, rode on Reading & Northern's famous Santa Trains. Tunkhannock, Schuylkill Haven, Minersville, Tamaqua, and Jim

Thorpe also saw Santa Trains running in order to bring joy to thousands.

In Jim Thorpe, our successful Lehigh Gorge Scenic Railway operation including the Hometown High Bridge trains and Bike Trains handling nearly 100,000 people in 2017- a 20% growth in ridership.

The opening of Reading Outer Station launched another chapter in the history of Reading & Northern's passenger operation. 2018 will offer more rides and new equipment so we invite all of our friends to follow developments on our websites www.rbmnr-passenger.com and www.lgsry.com



CAMDEN, NJ TO RECEIVE A BETTER RAIL AND TRANSIT HUB

NEWARK, N.J., Jan. 16, 2018, *Trains* News Wire - At Monday's last NJ Transit board of directors meeting, on the last full day of outgoing Gov. Chris Christie's administration, Camden, a former manufacturing city of 75,000 received two pieces of good news.

The transit board voted to fund a \$7.5-million pedestrian bridge with the city, across Martin Luther King Jr. Boulevard near South 6th Street, currently a chaotic jumble of cars, trucks, buses, and light rail trains. The Walter Rand Transportation Center, built in 1989, ties Port Authority Transit Corp. — the high-speed rail line between Lindenwold, N.J., and Philadelphia's Center City — the Trenton-Camden Light Rail Line across the street, and various south Jersey bus routes. The center will be the recipient of a \$2-million request for proposals for a new transportation center design proposal, which will include food and retail space, along with a six-story tower.

Camden was the place where Campbell Soup was made, where RCA produced radios and television sets and the Pennsylvania-Reading Seashore Lines mixed Pennsylvania Railroad K4s and Reading G3s on their runs to the Atlantic Coast. A new base of educational and medical facilities brings workers to this downtown core. A public-private partnership would need to invest almost \$175 million for the full project. Fewer than 5 percent of the workers in the so-called "eds and meds" corridor live downtown, and fewer than 10 percent of the students do. Officials say because of this disparity, the need for dependable transit and transfers becomes more pressing with the influx of new jobs.

To combat the current claustrophobic cluster of cars and buses, engineering firm AECOM designed more than a score of bus bays, off-street and covered for safety and weather protection, unlike the current street level stops. The bridge would make it easier to get from the Center to the River Line. The pedestrian passage, would also improve PATCO travelers transferring to the River Line.



SEPTA PHASING OUT TOKEN SALES ON SUBWAY LINES

PHILADELPHIA, PA, Dec. 20, 2017, Philadelphia Inquirer - It's the beginning of the end for SEPTA tokens.

SEPTA is going to stop selling the long-used coinage at stops along the Market-Frankford and Broad Street Lines, the authority announced Wednesday. The phaseout should begin in mid-January and be complete by March. Tokens are going to still be sold, for now, at SEPTA's headquarters at 1234 Market St., at Regional Rail stops, and at 200 area retailers.



The transit authority has been transitioning to a single-fare tool, the SEPTA Key smart card, since last year. Key card kiosks are now in every subway stop, and the fare card is expected to be introduced through a pilot program on Regional Rail early in 2018. SEPTA is the last major American transit organization to still use tokens as a payment method. New York City did away with tokens in 2003.

SEPTA has been using tokens since 1968, when they were introduced as a

fare for students at 10 for \$1, according to a history of the token that SEPTA provided. They became available for all riders nine years later, when the fare for a SEPTA trip was 45 cents. SEPTA didn't make tokens a cheaper payment option until 1982, when paying with a token was four cents cheaper than the 75-cent fare at the time.

The metal alloy coins have been more or less the same size since their introduction, SEPTA said. Tokens are now worth \$2 each, compared with the \$2.50 cash fare.

SEPTA is making official a trend that has been underway for more than a year. SEPTA sold 2.2 million tokens last month, compared with 3.2 million in November 2016. Machine sales have declined by 60 percent since July 2016, and window sales have been halved. SEPTA has been removing token machines from subway stops; now there are only 40 left to take away.

SEPTA has yet to set a deadline for the final demise of tokens in Philadelphia. The 15 million tokens now in circulation will eventually be melted down and sold for scrap.

PANEL RELEASES REPORT ON \$1 BILLION PLAN TO OVERHAUL SEPTA TROLLEYS



PHILADELPHIA, Jan. 18, 2018, Progressive Railroading - The Delaware Valley Regional Planning Commission (DVRPC) has released a design guide for modernizing the Philadelphia-area trolley system.

Operated by the Southeastern Pennsylvania Transportation Authority (SEPTA), the trolley

system serves nearly 100,000 people on weekdays. However, the 36-year-old trolley vehicles are nearing the end of their useful life and cause expensive stresses on the system, according to the guide.

To maintain service, SEPTA plans to pursue an estimated \$1 billion plan to replace the vehicles and overhaul the entire trolley system. The modernization plan would include lower vehicle floors, ramps for accessible boarding, more seating capacity and additional doors.

"Trolley modernization's most prominent streetscape impact will be at stations, where curb extensions are needed to make the system accessible," DVRPC officials wrote in the guide.

SEPTA and its partner agencies should develop strategies to balance the safety and mobility of pedestrians, bicycles, drivers and transit riders, according to the guide's recommendations. In addition, the guide suggests creating a coordinated, realistic plan to roll out modern stations.

The guide is intended to serve as a reference for planners, engineers and community members to understand the goals behind modernizing trolley corridors in the city.

SEPTA OFFICIALS LOOKING TO RETURN REGIONAL TRAIN SERVICE TO WEST CHESTER

WEST CHESTER, Pa., Jan. 18, 2018, *Trains* News Wire - It's been almost 32 years since the last SEPTA commuter train left West Chester, west of Philadelphia. Officials with the regional commuter agency say they're considering restoration of service to the Chester County seat. A regional planning organization working with the Southeastern Pennsylvania Regional Transportation Authority estimates up to 2,000 people a day might eventually ride the revived trains.

The service was cut back to Elwyn, Pa., 12.4 miles to the east, in 1986. SEPTA plans to restore service on an additional three miles, to Wawa, by summer 2020. Construction will begin this summer, including restoration of track, new catenary supports and signals, along with a new station and a 600-vehicle parking deck. The project is expected to cost \$150 million.



SEPTA GE SILVERLINER IV No. 9031 IDLES AT WEST CHESTER STATION ON AUGUST 2, 1986, APPROXIMATELY SIX WEEKS BEFORE PASSENGER SERVICE ENDED.

The track to West Chester remains in place, although the catenary has been removed, and tourist carrier West Chester Railroad operates diesel-hauled trains from West Chester to Glen Mills. SEPTA runs work trains as far

as a large quarry just east of Glen Mills to load ballast trains.

SEPTA completed a feasibility study to restore service on the 9.4 miles from Wawa to West Chester last year and will hold a public meeting on Jan. 25 to reveal the results of the study. The state Department of Transportation, the regional planning commission and other agencies took part in the study.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN FEBRUARY

Feb. 21, 1901 - Third section of No. 495, the southbound *Nellie Bly*, collides head-on with Trenton local No. 330 at Rusling, 2.5 miles east of Bordentown at 5:15 PM; 17 killed and at least 22 injured; some cars roll down the embankment into the Delaware & Raritan Canal, which mercifully is drained for the winter; the local has moved out of the Rusling passing siding, mistaking the second section of the *Nellie Bly* for the third section; most passengers of the *Nellie Bly* are Italians en route from New York to Atlantic City.

Feb. 16, 1906 - PB&W and Columbia & Port Deposit Railway sign agreement with McCall Ferry Power Company calling for relocating line between Shenks Ferry and Rock Run, Md., for construction of hydroelectric dams at McCall's Ferry (Holtwood) and Conowingo.

Feb. 28, 1911 - PRR stages record fast run of new E6 No. 5075 with two coaches and General Superintendent Creighton's private car from Altoona to Philadelphia, 235 miles in 209 minutes for Altoona officials attending retirement party of First VP Charles E. Pugh; runs Altoona-Harrisburg, 131 miles in 114 minutes.

Feb. 4, 1916 - South track of new Cumberland Valley concrete arch bridge over Susquehanna River between Harrisburg and Lemoyne placed in service; concrete was poured over old bridge piers.

Feb. 9, 1921 - PRR Board approves enlargement of Greenwich engine terminal in South Philadelphia.

Feb. 23, 1926 - PRR announces contract for six Class L, 3,730 HP electric passenger locomotives to Westinghouse; car bodies to be built at Altoona; to be used between Penn Station and Manhattan Transfer; designed by John T. Wallis.

Feb. 24, 1931 - Escalator opens between the north end of the Broad Street Station concourse and the ramp leading to Suburban Station.

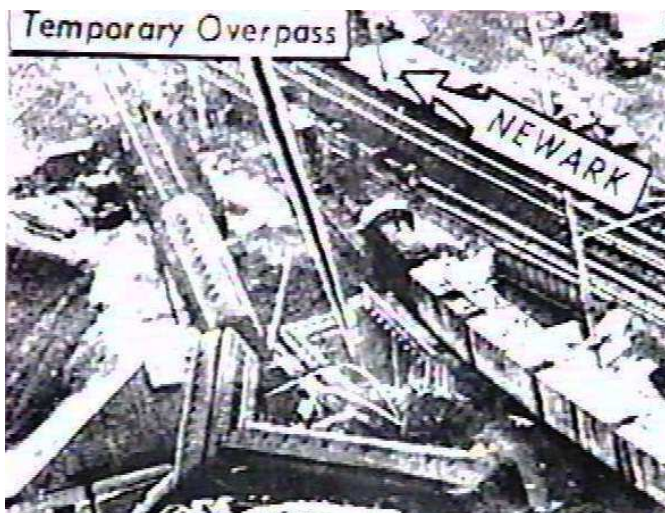
Feb. 27, 1936 - PRSL Board authorizes abandonment of the second track between Glassboro and Newfield, New Jersey.

Feb. 12, 1941 - K4s No. 3678 streamlined at Juniata Shops for *The Jeffersonian*; tender No. 6958 streamlined Feb. 27.

Feb. 27, 1946 - PRR Board authorizes the purchase of 3 recreation cars for *The Jeffersonian* at \$375,000; also one Pullman restaurant-parlor car; approves the retirement of station at Pomeroy, Pa.

Feb. 6, 1951 - *The Broker*, No. 733, Jersey City-Bay Head Jct. commuter

train, derails at excessive speed on temporary bridge over New Jersey Turnpike at Woodbridge, N.J. during evening rush hour; 85 killed and about 330 injured; train was exceptionally crowded because of a strike, which had shut down the Central Railroad of New Jersey's New York & Long Branch trains. Derailment photos from GenDisasters.com.



Welcome Aboard The
PENNSY AERO TRAIN

REFRESHMENTS are served at all times in the first car on this train.

Westbound leaving Harrisburg and Eastbound leaving Pittsburgh, a tasty BUFFET BOX MEAL is available at \$1.00. It consists of-


1 Roast Beef Sandwich on White Bread
1/2 Swiss Cheese Sandwich on Rye Bread
Queen Olives
Chocolate Bar
Cup Cake
Coffee Milk

COACH LUNCH SERVICE including Sandwiches, Candy, Cake, Coffee and Milk, is available in all cars throughout the trip.

VENDING MACHINES dispensing Cake and Candy are located in car 305.

HOT PENN-TRAY MEAL SERVICE consisting of Tomato Juice, Beef and Mushroom Pie in Casserole, Buttered Roll, Ice Cream, Coffee or Milk at \$1.50 will be available for service in the Refreshment Car Eastbound on train 16 leaving Pittsburgh.

THE PENNSY AEROTRAIN is in service as one of several Pennsylvania Railroad efforts to develop the best in modern comfortable passenger service. We hope you enjoy your trip.



1 PERCENT SALES TAX - STATE OF PENNSYLVANIA

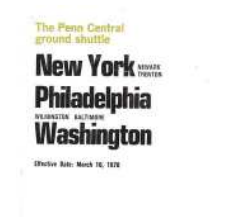
Feb. 26, 1956 - GM No. 1000 begins revenue demonstration run as *Pennsy AeroTrain* between New York and Pittsburgh at \$250 per day rent; 7 hour:30 minute schedule is fastest ever between New York and Pittsburgh; first run halted by malfunction at North Philadelphia, but first round trip completed ahead of schedule; PRR later modifies 3 of the cars to reduce noise and vibrations to acceptable levels; maximum speed on Philadelphia Division raised to 100 MPH for *AeroTrain*.

Feb. 2, 1961 - Philadelphia-Bowie race track special derails leaving main line at Arundel, Md.; of 2 diesels, 9 coaches, diner and tavern car, all but last four cars derail; 6 killed and 243 injured; 5 cars scrapped; train was doing 55 MPH in 15 MPH zone.

Feb. 1, 1966 - PRR announces that Samuel Rea Car Shop has turned out the first of two experimental Class TP1 38,000-gal. (150-ton) "Rail Whale" jumbo tank cars.

Feb. 1, 1968 - Pennsylvania Railroad Company absorbs New York Central effective 12:01 AM; renamed Pennsylvania New York Central Transportation Company; at 12:04, name "Penn Central" is unveiled on Alfred E. Perlman's business car parked in Suburban Station.

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



TIMETABLE 02-18

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

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, Feb. 3, 2018

Super Saturday Streetcar Special XXV on SEPTA departing Elmwood Depot at 10:00 AM. 5+ hour trip will feature wrapped Kawasaki car 9043 commemorating 125 years of electric trolley service in Philadelphia. Sponsored by the

Wilmington Chapter, NRHS. Tickets for Wilmington Chapter members are \$50; non-members \$60. Tickets can be purchased using a credit card at www.wilmingtonchaptertrips.com.

Saturday & Sunday, Feb. 3-4, 2018

Great Scale Model Train Show, 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>

Wednesday, Feb. 14, 2018

♥ Valentine's Day ♥

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, Mar. 10, 2018

Railroad Show & Collectors Market by the Harrisburg Chapter, NRHS at the I. W. Abel Union Hall, (Steelworkers Union), 200 Gibson St., Steelton, PA 17113. 9 AM to 3 PM. Program on Northeastern Railroads in the 1970s at 11 AM. Donation at the door \$5.00, under 12, free. Harris Tower will be open this day.

Saturday & Sunday, Mar. 10-11, 2018

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

Sunday, Mar. 11, 2018

Daylight Saving Time begins - turn your clocks AHEAD one hour,

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

Wednesday, May 30-Sunday, June 3, 2018

NRHS Spring Conference Advisory Council and Board of Directors' Meetings, St. Louis, MO. Info: www.nrhs.com

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

Monday-Saturday, June 18-23, 2018

Big Train Operator Club 40th Anniversary Convention, Bird-in-Hand Family Inn, 2740 Old Philadelphia Pike, Bird-in-Hand, PA 17505. Info: <http://bigtrainoperator.com/info/40th-conv.shtml>

Tuesday, Aug. 7 -Sunday, Aug. 12, 2018

2018 NRHS Convention, Cumberland, MD. Info: www.nrhs.com

Saturday, Aug. 11, 2018

40th annual Lynchburg Rail Day Model Train and Railroadiana Show, Boonsboro Ruritan Club, 1065 Coffee Road, Lynchburg, VA. 24503 by the Blue Ridge Chapter, NRHS. Info: www.blueridgegenrns.org

Saturday, Sept. 8, 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

Thursday, Oct. 11- Saturday, Oct. 13, 2018

NRHS Fall Conference Advisory Council and Board of Directors' Meetings, Scranton, PA. Info: www.nrhs.com

**ROUTE 741 EAST, STRASBURG, PA**

[WWW.RRMUSEUMPA.ORG](http://www.rrmuseumpa.org)

717-687-8628

Saturday, Mar. 10, 2018 - Reading On The Rails

Sunday, Mar. 11, 2018 - Charter Day

Saturday, Apr. 7, 2018 - Rails & Ales

Thursday, Apr. 26, 2018 - Wine & Paint Night

Sunday-Sunday, July 1-8, 2018 - Reading Railroad Days

**STRASBURG RAIL ROAD
SPECIAL EVENTS**

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

JANUARY, 2018**CHAPTER MEETING MINUTES**

There are no Membership Meeting Minutes to report as there was no Regular Membership Meeting in January.

**LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS****CASS SCENIC RAILROAD TO HOST PHOTO
SPECIAL IN MAY**

CASS, W.Va., Jan. 10, 2018, *Trains* News Wire - The Durbin & Greenbrier Valley Railroad's Cass Scenic Railroad will host a three-day rail heritage event on May 18 to 20, 2018. The first-ever rail heritage weekend will cater to railfan enthusiasts, historians, and photographers with an appreciation for geared steam locomotives and rail preservation.

The event begins Friday evening, May 18 with a special dinner and night photo session at Whittaker Station. It is the first time an evening photo event has taken place at Whittaker in more than 10 years. Festivities will continue on Saturday with a daytime photo event to Spruce, featuring steam-powered freight and passenger consists.

On Saturday evening, a photo event will take place at Cass featuring unique views inside the Cass Shops and an opportunity to take photos of multiple locomotives under steam. There will also be a question-and-answer segment and a restoration update at this time.

On Sunday morning, a special trip will depart from Cass and operate north along the railroad's Greenbrier Line toward Durbin, W.Va. The rail line remains under construction and is anticipated to connect with the southernmost end of the Durbin line in late 2018. This May venue will provide guests the opportunity to explore some of the new track segment.

"The revenues generated from these events directly benefit projects such as our Greenbrier Line rehabilitation and steam locomotive restorations. Our railfan community gets to enjoy and capture parts of the railroad otherwise inaccessible, and we get to earmark the funds for ongoing projects," says Durbin & Greenbrier Business Development Manager Chase Gunnoe. "This will be unlike previous events. We're sitting down now with our operations team and determining how we can make this most impactful for our followers who want to see something different."

The three-day event is \$275 per person.

THIS MONTH'S BANNER PHOTO

Penn Central No. 5049, EMD model FL9 at Katonah, New York.

CSX REMINDS YOU...

Always assume a train is coming. Look carefully in each direction before crossing the tracks. Trains can run on any track, in either direction, at any time.

**MARYLAND'S MARC TESTING CHARGERS ON
PASSENGER ROUTES**

RIVERDALE, Md, Jan. 15, 2018, *Trains* News Wire -The Maryland Area Regional Commuter system took its two newest locomotives out for a test drive on Jan. 15. With no regular service on the Rev. Dr. Martin Luther King holiday, the Siemens Chargers and three bi-level coaches ran from Baltimore to Brunswick, Md., known

to commuters as the Camden and Brunswick lines. The two are the first of eight units MARC is buying from Siemens for \$58 million. They will replace the last of MARC's electric locomotives. Tests will continue to Martinsburg, W.Va., on Jan. 16, then on Jan. 17, Washington to Philadelphia on the Northeast Corridor, MARC's Penn Line.

“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

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

All Chapter Members are welcome to attend the Long Range Planning Committee Meeting. *There is NO Regular Chapter Membership Meeting in February.*

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

Join us for the first Regular Chapter Membership Meeting of 2018.

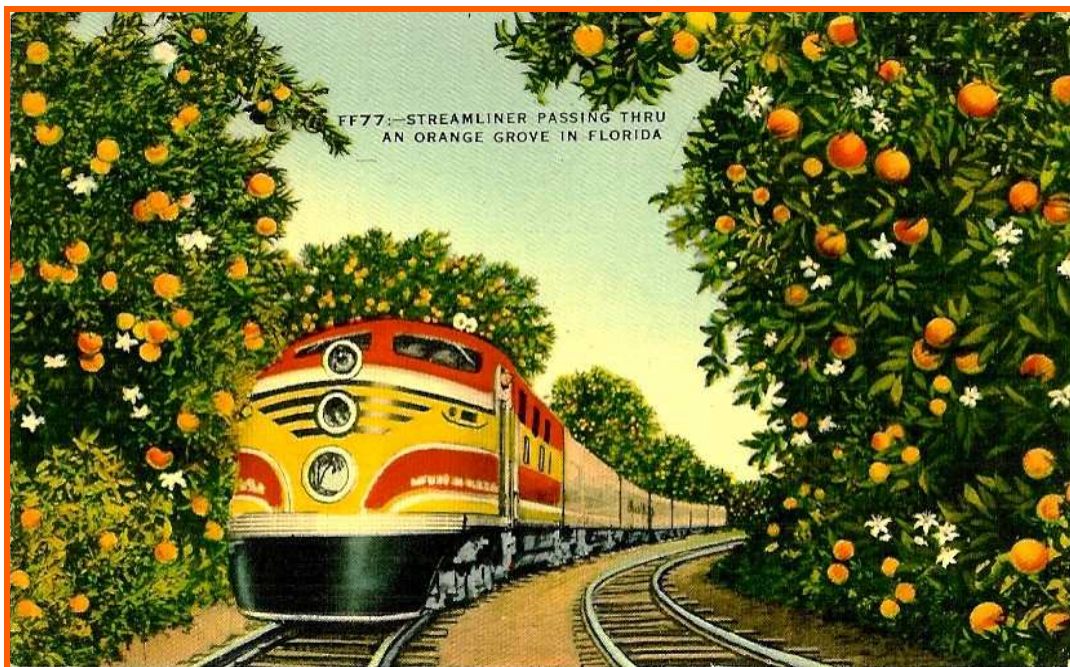
2018 NATIONAL MEMBERSHIP RENEWALS ARE DUE NOW!

Don't miss the train! Please remit your 2018 National N.R.H.S. dues payment before the March 31, 2018 deadline. If your dues payment is not received and properly recorded before March 31, 2018, your membership in the N.R.H.S. will be terminated. Renewals submitted after April 1, 2018 will be processed as a new member. Lancaster Chapter dues are no longer included in your National renewal and must be paid directly to the Chapter. Thanks for your continued and loyal support.

CHAPTER MEMBERSHIP NOTICE

Please direct all questions and concerns regarding Chapter membership to Harold "Smoke" Shaak, Membership Chairperson, Phone: 717-484-4020, Email: Hshaak@dejazzd.com. Please refrain from contacting Richard Rutledge, Chapter Treasurer, for matters pertaining to membership. Thanks for your understanding and cooperation.

SOMETHING TO WARM YOU. . .



LANCASTER CHAPTER BOARD of DIRECTORS

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CHAPLAIN: CELL PHONE 717-683-3053

MEMBERSHIP MEETING NOTICE

THE LONG RANGE PLANNING COMMITTEE WILL MEET AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA. ON MONDAY, FEB. 12, 2018, STARTING AT 7:00 PM.

THE NEXT REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA. ON SUNDAY, MARCH 18, 2018, STARTING AT 2:00 PM.

01-22

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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