

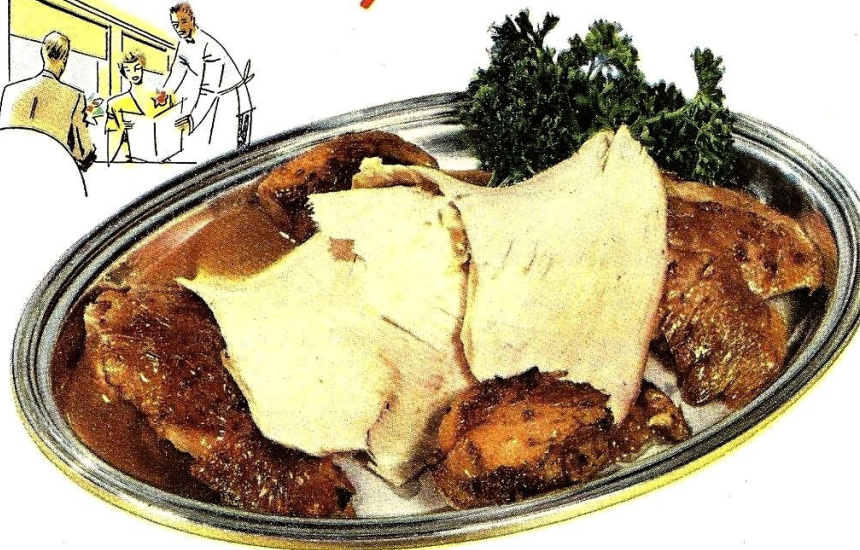
LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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It's "Turkey Time"
on Union Pacific Dining Cars



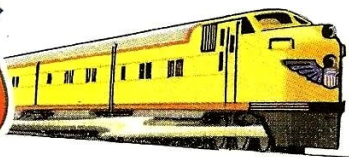
During November, Union Pacific dining cars will feature roast turkey. Only the finest of deep-breasted birds are chosen from the turkey producing areas of the western states served by the railroad.

Your enjoyment of this delicious food will be enhanced by deft and

courteous service on the Streamliners and other fine trains.

Through years of experience, Union Pacific chefs have acquired the art of roasting turkey to a queen's taste. It is a dish that delights.

FREE RECIPE: We'll gladly send you our special recipe for preparing and roasting turkey. Write Union Pacific Dining Car Dept., Room 397, Omaha 2, Nebraska.



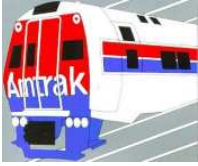
Road of the Daily Streamliners

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



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK COMMITS TO SOUTHWEST CHIEF VIA RAIL IN FY2019

WASHINGTON, Oct. 5, 2018, Railway Age - An Amtrak official told a Senate hearing the agency would continue to operate passenger service through the Southwest on routes exempted from Positive Train Control.

Amtrak Executive Vice President and Chief Operating Officer Scott Naparstek confirmed the plans this week in testimony to the Senate Commerce Committee.

According to published reports, Amtrak had planned to substitute buses for rail service on segments of the Southwest Chief in fiscal 2019. The move alarmed advocates, who saw it as yet another sign that Amtrak leadership was intent on dismantling portions of its long distance train network.

“We are well aware of the Senate’s position as well as the directive that is in the Senate’s version of the 2019 appropriations act,” Naparstek told the hearing. “We plan on running the Southwest Chief, as is, through fiscal year 2019 and we await the Congress’ dealing with the Southwest Chief issue during conference as well as in the final spending bill.”

The Southwest Chief operates between Chicago and Los Angeles, through Kansas, Colorado and New Mexico in the southwest.

“This is a huge win for our Association, for passengers, and for the states that rely on the Southwest Chief,” said Rail Passengers Association President Jim Mathews. “It shows that advocacy works, and I want to thank every person who took part in our campaign in defense of the National Network. Now, we need to take that energy and turn it towards the coming re-authorization where we can make a positive vision for passenger rail in the U.S.: fast and frequent trains, 21st Century equipment, and on-time service that passengers can count on.”

Sen. Tom Udall (D-N.M.) at the hearing thanked Amtrak for the commitment, but called for a long-term solution to support the Chief.

“I reiterate the need for Amtrak to work with the communities impacted to create a real plan for the future of the Southwest Chief,” said Udall, who on social media noted that Amtrak still has not released \$3 million in matching funds for Southwest Chief improvements, holding up \$22 million in federal, local and private sector funds for that work despite earlier support for grants in New Mexico.

AMTRAK TO SELL PARLOUR CARS, LOCOMOTIVES AS SURPLUS

BEECH GROVE, Ind., Oct. 18, 2018, Trains News Wire - Amtrak on Wednesday announced that it is soliciting bids for 48 pieces of equipment located at its Beech Grove, Ind., and Bear and Wilmington, Del., shops that it now considers surplus. The lot made up mostly of diesel locomotives and baggage cars, as well as all five former Pacific Parlour Cars, and seven Horizon cars. The closing date for bids on these pieces is Nov. 14, 2018.

Included in the sale are 12 P40, eight F40, and three P42 diesel locomotives. Seventeen locomotives are located in Beech Grove, five are in Bear and one is in Wilmington. Also up for auction are eight Heritage baggage cars of the 1700 series, five located in Beech Grove, and three in Wilmington. There are also five Hi-Level former Pacific Parlour Cars available, all in Beech Grove.

Rounding out the lot for sale are seven Horizon cars, all but one of which are at Beech Grove: one Club Dinette, one full Dinette and five coaches, as well as three material handling cars and two Army flat cars.

Sale of Surplus Rolling Stock Equipment Diesel Locomotives and Rail Cars

Heritage Baggage Cars – Weight 117,000 lbs. each			Horizon Cars – Weight 110,500 lbs.		
CAR	DESCRIPTION	LOCATION	CAR	DESCRIPTION	LOCATION
1707	1953 Heritage Baggage Car	Beech Grove, IN	58100	1989 Horizon Club Dinette	Beech Grove, IN
1717	1953 Heritage Baggage Car	Beech Grove, IN	54506	1989 Horizon Coach	Beech Grove, IN
1730	1961 Heritage Baggage Car	Beech Grove, IN	54520	1989 Horizon Coach	Beech Grove, IN
1733	1961 Heritage Baggage Car	Beech Grove, IN	54528	1989 Horizon Coach	Beech Grove, IN
1755	1950 Heritage Baggage Car	Beech Grove, IN	54538	1989 Horizon Coach	Beech Grove, IN
1731	1961 Heritage Baggage Car	Wilmington, DE	53502	1989 Horizon Full Dinette	Beech Grove, IN
1756	1961 Heritage Baggage Car	Wilmington, DE	54564	1989 Horizon Coach	Wilmington, DE
1762	1954 Heritage Baggage Car	Wilmington, DE			
P42 Diesel Locomotives – Weight 268,000 lbs. each			EMD F40 Diesel Locomotives – Weight 260,340 lbs. each		
CAR	DESCRIPTION	LOCATION	CAR	DESCRIPTION	LOCATION
21	1996 GE P42 Diesel	Beech Grove, IN	401	1987 F40 Diesel Locomotive	Bear, DE
49	1997 GE P42 Diesel	Beech Grove, IN	402	1987 F40 Diesel Locomotive	Bear, DE
70	1996 GE P42 Diesel	Beech Grove, IN	404	1987 F40 Diesel Locomotive	Bear, DE
			408	1987 F40 Diesel Locomotive	Bear, DE
			409	1987 F40 Diesel Locomotive	Bear, DE
			403	1987 F40 Diesel Locomotive	Beech Grove, IN
			405	1987 F40 Diesel Locomotive	Beech Grove, IN
			407	1987 F40 Diesel Locomotive	Beech Grove, IN
P40 Diesel Locomotives – Weight 263,340 lbs. each			Santa Fe “Parlour Cars” Hi-Level Lounge – Weight 194,000 lbs. each		
CAR	DESCRIPTION	LOCATION	CAR	DESCRIPTION	LOCATION
800	1993 P-40 Diesel Locomotive	Beech Grove, IN	39970	1954 Parlour Car, High-Level Lounge	Beech Grove, IN
801	1993 P-40 Diesel Locomotive	Beech Grove, IN	39972	1954 Parlour Car, High-Level Lounge	Beech Grove, IN
802	1993 P-40 Diesel Locomotive	Beech Grove, IN	39973	1954 Parlour Car, High-Level Lounge	Beech Grove, IN
803	1993 P-40 Diesel Locomotive	Beech Grove, IN	39974	1954 Parlour Car, High-Level Lounge	Beech Grove, IN
804	1993 P-40 Diesel Locomotive	Beech Grove, IN	39975	1954 Parlour Car, High-Level Lounge	Beech Grove, IN
805	1993 P-40 Diesel Locomotive	Beech Grove, IN			
806	1993 P-40 Diesel Locomotive	Beech Grove, IN			
811	1993 P-40 Diesel Locomotive	Beech Grove, IN			
813	1993 P-40 Diesel Locomotive	Beech Grove, IN			
825	1993 P-40 Diesel Locomotive	Beech Grove, IN			
826	1993 P-40 Diesel Locomotive	Beech Grove, IN			
828	1993 P-40 Diesel Locomotive	Wilmington, DE			

AMTRAK WORKERS PROTEST POSSIBLE JOB CUTS FROM FOOD CHANGES

NEW YORK, Oct. 11, 2018, Trains News Wire - Amtrak workers and union leaders staged a protest outside Penn Station on Wednesday, saying the company is preparing to lay off up to 1,700 workers by outsourcing its food services.

The *New York Post* reported an estimated 100 protestors had harsh words for Amtrak CEO Richard Anderson, with signs depicting him as a robber barron.

The *Post* reported that Transport Workers Union International President John Samuelsen said Anderson is “engaged in a slash-and-burn management plan. He’s looking to dump 1,700 workers who provide Amtrak riders a vital service — hot food service — that they pay dearly for.” Protestors also criticized the replacement of dining-car service on the *Capitol Limited* and *Lake Shore Limited* with pre-packaged boxed meals.

In a statement, Amtrak spokesman Jason Abrams told the *Post* 14 chef positions had been eliminated, and that “all who have sought a new position at Amtrak have landed one. We will continue to evaluate impacts to determine staffing levels.”

The statement also said: “Our continued success depends on increasing customer satisfaction, improving efficiency and costs. This contemporary style of service has been well received by customers, with meals of their choice and at times they choose.”

AMTRAK’S ACELA SEATS TO BE UPCYCLED INTO LUXURY BAGS

Oct. 17, 2018, Progressive Railroading - Amtrak has partnered with People for Urban Progress (PUP) to re-purpose Acela Express seat covers into luxury leather bags.

An Indianapolis-based nonprofit, PUP expects to roll out about 2,500 bags over the next 10 to 12 months as the seat coverings are re-purposed. The first products will include tote bags, backpacks and “dopp kits” or toiletry bags. PUP designers are hand-crafting all the bags.



PHOTO: PEOPLE FOR URBAN PROGRESS BLOG

"One of the main objectives of this upcycling project is to divert as much waste from landfills as possible," said Amtrak Senior Sustainability Manager Kara Angotti in a press release. "We have set a corporate recycling target of 20 percent by 2020 and this project will help us advance

closer to achieving that goal. This is a unique opportunity to explore the extended value in our trash and to focus on ensuring we consider what happens to our materials at the end of their useful life."

The project marks PUP's first national endeavor and a new initiative for Amtrak. The bags will retail from \$75 to \$750, according to PUP.

Amtrak's Acela Express service operates between Washington, D.C., and Boston.



CSX CORPORATION ANNOUNCES BOARD CHANGES

JACKSONVILLE, Fla., Oct. 5, 2018, CSX Press Release - CSX Corporation today announced that Edward J.

Kelly, III has advised CSX's Board of Directors that he will retire from the Board in January 2019, following the release of CSX's fourth quarter earnings. Mr. Kelly has served on the Board for more than 16 years, including ten years as either Presiding Director or Chairman. The Board has elected John J. Zillmer as Chairman, effective upon Mr. Kelly's retirement.

James M. Foote, President and Chief Executive Officer, said "on behalf of the Board and all CSX employees, I would like to thank Ned for his extraordinary leadership, dedication and contributions to CSX. His stalwart service to CSX has guided us with exceptional skill through many turbulent moments."

Paul C. Hilal, Vice Chairman of the Board, said "Particularly over these past two unprecedented years, Ned's leadership has been principled, judicious, and no less than extraordinarily consequential. We are indebted for his stepping up to extend his service through this critical period, and will miss him."

Mr. Kelly said, "It has been an honor and privilege to be a part of the CSX board of directors and have the opportunity to serve this great company, its employees and stockholders. CSX has made great progress under the leadership of Jim and his management team, as they continue to pursue the vision and execute the plan established by the late Hunter Harrison."

Mr. Kelly continued, "I am also delighted that the Board has elected John Zillmer to succeed me as Chairman. I have worked closely with John and have great respect for his experience and judgment."

Mr. Zillmer said, "I appreciate the confidence the Board has placed in me and look forward to continuing to work with Jim and his team as they continue to drive performance at CSX."

CSX ANNOUNCES NEW GROWTH INITIATIVES FOR NORTHWEST OHIO INTERMODAL TERMINAL

JACKSONVILLE, Fla., Oct. 02, 2018, (GLOBE NEWSWIRE) -- CSX Corporation today announced new growth initiatives for its Northwest Ohio Intermodal Terminal. These initiatives include: a new haulage agreement with the BNSF Railway Company (BNSF) that enhances western access into the Ohio Valley; a partnership with NorthPoint Development to construct an adjacent logistics park; and expanded eastern access to the facility via new service to and from the Port of New York and New Jersey. In combination, these opportunities position the strategically-located terminal for growth and strengthen CSX's value offering in the Ohio Valley.

James M. Foote, President and Chief Executive Officer, said, "CSX's Northwest Ohio Intermodal Terminal is ideally situated on CSX's main line

network 30 miles south of Toledo on Interstate 75 and is surrounded by a population of nearly 30 million within a 200-mile radius. We are excited to transform Northwest Ohio into a regional demand point that provides attractive solutions for customers and supply chain needs."

The agreement with BNSF builds on a strong partnership to launch a premium intermodal service product between Los Angeles and CSX's Northwest Ohio terminal. The domestic and international container service is scheduled to begin on October 29, 2018.

NorthPoint Development will build a logistics park adjacent to the Northwest Ohio facility with access to over 500 acres for the project. The logistics park will include traditional warehousing and distribution capabilities, as well as value-added services such as a container yard and equipment storage, export container stuffing, and transload and breakbulk resources, all within a heavy-haul local corridor.

To enable customers to fully take advantage of the amenities provided by the terminal and logistics park, CSX will expand existing east coast port offerings to and from Northwest Ohio by adding service between the facility and the Port of New York and New Jersey.

This suite of new services and support are enabled by the improved train plan and simplified switching operation at the Northwest Ohio terminal, which will contribute to long-term, profitable intermodal growth.

About the Northwest Ohio Intermodal Terminal

Built in 2011, CSX's Northwest Ohio facility is one of North America's most technologically advanced and environmentally friendly terminals. With seven wide span electric cranes, significant track infrastructure and technology that minimizes truck idle time, it is a highly efficient and automated terminal that operates 24 hours a day on over 500 acres. Northwest Ohio boasts a lift capacity of 700,000 for local operations, with ground storage available for more than 2,000 units. It is strategically located on CSX's mainline between Chicago and the Northeast, and is situated three miles from Interstate 75 for convenient truck access to local and regional markets.

CSX TO DROP MORE INTERMODAL ROUTES IN JANUARY

JACKSONVILLE, Fla., Oct. 8, 2018, Trains News Wire - CSX Transportation will drop service between 300 more intermodal origin-destination pairs in January as part of its ongoing effort to focus on more profitable, higher-density routes.

As part of the changes, announced on Oct. 4, CSX also will introduce new service linking seven domestic markets. The streamlining is similar to changes CSX announced in August that affect interline service with BNSF Railway and Union Pacific.

CSX is concentrating traffic at key intermodal terminals across the system as it builds more point-to-point service linking high-volume terminals. It's a formula designed to reduce operational complexity and costs while boosting profitability.

"The January service changes are part of the overall CSX network strategy to improve service consistency and prepare the network for sustainable growth now and in the future," Maryclare Kenney, vice president of intermodal and automotive, wrote in an advisory to customers. "Not only do these changes further enhance the BNSF and UP interchange plan, which have improved service by alleviating Chicago congestion ahead of peak season, they solidify our intermodal network offering."

The changes, she wrote, will help improve the reliability of intermodal service.

CSX will drop service to 231 domestic lanes effective Jan. 2, but recommends shifting intermodal service to nearby terminals in more than 60 of those lanes. Containers moving from Bedford Park in Chicago to Fort Lauderdale, Fla., for example, could shift to Miami.

Many of the discontinued domestic lanes involved further reductions to interline service with Union Pacific and the railroads' joint UMAX container

pool.

Other dropped lanes were shorter-haul routes, such as Cincinnati to Syracuse, N.Y.

And still others involved de-emphasizing service at terminals such as Columbus, Cincinnati, and Cleveland in favor of the Northwest Ohio Intermodal Terminal in North Baltimore, Ohio.

“On a related note, the new growth initiatives announced for our Northwest Ohio facility are another example of how CSX is strengthening our service offering,” Kenney wrote. “Development of the logistics park, new haulage service with the BNSF, steelwheel UMAX service with UP and the introduction of international service from east coast ports demonstrate our focus on enabling sustainable growth for the future.”

CSX will discontinue service in 65 international lanes on Jan. 2, as well. The railroad advised shippers to use alternate nearby terminals in more than two dozen of the affected routes.

When all the changes are complete, CSX in January will offer intermodal service in 297 domestic lanes and 202 international lanes.

Last year, CSX dropped its hub-and-spoke strategy to serve lower-density intermodal markets. As a result, it lost 7 percent of its intermodal traffic as it pared service offerings. It has more than made up for the loss of that low-margin business by picking up traffic in point-to-point, higher-volume domestic and international lanes this year.

CSX CLAIMS NORFOLK SOUTHERN AND SHORTLINE IN CONSPIRACY AT NORFOLK CONTAINER TERMINAL

NORFOLK, VA, Oct. 9, 2018, Trains News Wire - CSX Transportation executives say Norfolk Southern and a terminal railroad are in a conspiracy to block CSX access to the largest container terminal in Hampton Roads, Va.

In a complaint filed Oct. 4 in U.S. District Court for Eastern Virginia, CSX charges that NS is violating antitrust laws by using the Norfolk & Portsmouth Belt Railroad to monopolize the intermodal business at the Virginia Port Authority's Norfolk International Terminals.

“NS in conspiracy with the [short line] ... have operated [the short line] as a vehicle for advancing NS's interest at the expense of their contractual duties to CSXT,” the complaint reads.

NS and CSX jointly own the belt railroad. The belt line was created in 1897 to provide equal access to the port for eight original railroad shareholders. Through the course of mergers, NS owns 57 percent of the belt line to CSX's 43 percent. CSX says NS has packed the shortline's management with former NS employees, and “has caused [the shortline] to charge unreasonably high rates for intermodal freight.”

CSX has facilities in Portsmouth, Va., and relies on the Norfolk & Portsmouth for access to Norfolk International Terminals. NS has a direct connection from the 567-acre facility to the NS Heartland Corridor.

At a shortline board meeting in April, CSX says it proposed a new service plan that would lower the per-car switch rate and give CSX a guaranteed minimum volume of 18,000 cars per year in or out of the terminal. The proposal was met by “baseless and pretextual barriers,” and the board did not consider it.

“Defendants' imposition of unreasonable and anti-competitive rates harms everyone ... except NS,” according to the complaint. “This conspiracy has served to enhance and further solidify NS's monopoly power in the relevant market, which has the effect of severely restricting supply and increasing the prices charged to customers for intermodal transportation.”

Norfolk Southern and CSX also compete for intermodal business at the ports of Charleston, S.C., and Savannah, Ga.

Virginia Ports do not provide statistics for individual terminals. Overall, the port authority reported handling 1.6 million containers in 2017, second to Savannah's 4 million containers among ports in the Southeast. Overall

Savannah ranked 4th and Norfolk ranked 7th in cargo value among all U.S. ports, according to the U.S. Census Bureau.

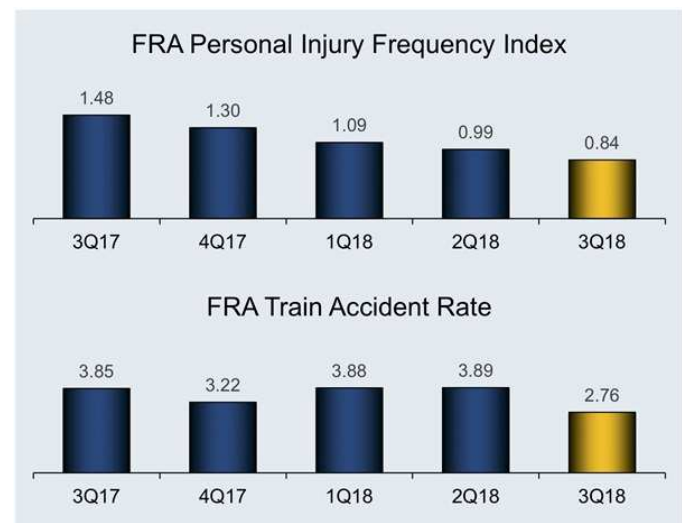
CSX ANNOUNCES RECORD THIRD QUARTER 2018 FINANCIAL RESULTS

JACKSONVILLE, Fla. – October 16, 2018, CSX Press Release – CSX Corporation today announced third quarter 2018 net earnings of \$894 million, or \$1.05 per share, versus \$459 million, or \$0.51 per share in the same period last year (a 106 percent increase). CSX's operating ratio set a company third quarter record of 58.7 compared with 68.4 percent in the prior year (a 970 basis point improvement).

“This quarter highlights the progress towards our transformation as we aim to deliver industry leading service to our customers,” said James M. Foote, president and chief executive officer. “I am proud of our team of hard-working employees who were able to produce these results.”

Revenue for the third quarter increased 14 percent over the prior year to \$3.13 billion, supported by broad-based volume growth, increases in fuel recovery, favorable mix, higher supplemental revenue and pricing gains. Expenses declined 2 percent year over year to \$1.84 billion, as expenses associated with increased volume and higher fuel prices were more than offset by efficiency gains as CSX continues to implement its scheduled railroading business model. This combination yielded operating income growth of 49 percent for the quarter to \$1.29 billion compared to \$868 million in the same period last year.

CSX TRANSPORTATION EMPLOYEE INJURY AND TRAIN ACCIDENT FIGURES CONTINUE TO IMPROVE



CSX TRANSPORTATION SAFETY CHART - CSX CORP.

JACKSONVILLE, Fla., Oct. 17, 2018, Trains News Wire - CSX Transportation is making safety improvement strides.

The railroad's personal injury rate improved for the fifth straight quarter, while the train accident rate declined compared to last year and the second quarter, CSX noted in its third-quarter earnings call on Tuesday.

“The safety of our employees is my No. 1 priority,” CEO Jim Foote says.

“We made some good progress this quarter and we need to sustain this momentum,” he says. “The personal injury rate this quarter is encouraging, but we must improve our train accident rate.”

CSX in May tapped a consulting firm to evaluate and improve its safety programs. It also hired a new safety officer to oversee its safety efforts.

CSX's train accident rate increased 73 percent from 2013 through 2017, while the employee personal injury frequency rate rose 38 percent over the same five-year period, according to a review of the safety figures the

railroad reports quarterly alongside its financial results.

CSX's train accident rate — the lowest among the Class I railroads in 2013 — was the highest among the big six systems in 2017, according to Federal Railroad Administration data.

The vast majority of CSX's train accidents, as holds true for the industry as a whole, occur at low speed in yards and did not involve injuries or significant damage, the FRA data show.

But high-profile wrecks — like the fatal Silver Star collision in February and the derailment of a long train that forced the evacuation of 900 residents of Hyndman, Pa., in August 2017 — often indicate deeper safety problems, railroad safety experts have said.



RAILROADS WORKING TO RESTORE SERVICE CUT BY HURRICANE MICHAEL

TALLAHASSEE, Fla., Oct. 15, 2018, Trains News Wire — Railroad crews from Florida's Gulf Coast to across the Appalachians are still recovering from Hurricane Michael's devastating blow to the Southeast.

In Florida and south Georgia, railroad crews have already cleared more than one thousand downed trees and sent out nearly 100 generators on CSX Transportation rail lines. Generators are expected to power lineside devices that would normally rely on the electric grid, such as signals, switch motors, and radio towers.

In a weekend service update, railroad officials say they're working to restore service to the Dothan and Thomasville subdivisions between Troy, Ala., and Quitman, Ga., the P&A and Tallahassee subdivisions between Defuniak Springs and Live Oak, Fla., and the Bainbridge subdivision between Bainbridge, Ga., and Tallahassee, Fla.

As of Saturday, the railroad's main focus was tree removal and deploying temporary generators. CSX crews had already removed more than one thousand trees and deployed 34 generators on the lines that remained out of service. The railroad did not say when rail service would resume on routes currently without power or which are blocked by trees.

Trains are, however, moving once again on CSX's Fitzgerald subdivision between Waycross and Manchester, Ga., after crews spent much of late last week clearing more than 800 trees and installing 91 generators in locations without commercial power.

And Norfolk Southern didn't escape Hurricane Michael's fury, either. The Class I railroad reported storm-related damage across much of its network from rail lines on the Georgia Division to the Pocahontas Division in Virginia.

On Sunday, NS outlined the extent of the damages in a service advisory, reporting that 53 locations on the Georgia Division were running on generator power and 122 locations had commercial power restored this past weekend. On the Piedmont Division, all repairs were complete and 44 generators had been deployed, while in Virginia and West Virginia on the Pocahontas Division, there were 71 locations without power and more than 50 generators still deployed.

While NS has repaired all mainlines and resumed operations, it still warned customers of delays of 24 to 48 hours in affected areas.

As freight railroads gradually restored service across the Southeast, Amtrak service also resumed. On Friday, the passenger railroad restored full service on its Palmetto Nos. 89 and 90 from New York to Savannah, Ga., and Crescent Nos. 19 and 20 from New York to New Orleans. On Saturday, Amtrak Silver Star Nos. 91 and 92 were fully restored from New York to Miami.

News outlets say Hurricane Michael was the third-most intense hurricane in U.S. history with more than 30 deaths. Damage costs are estimated to exceed \$8 billion.



PTC WORK ON ATLANTIC CITY RAIL LINE PROGRESSING

NEWARK, N.J., Oct. 12, 2018, Trains News Wire - When NJ Transit completely shut down the Atlantic City Rail Line on Sept. 5, gloom and doom prevailed. Speculation ran among riders and the railfan community that the 60-mile line would be either eliminated or converted to a light rail line.

The 1,900 daily riders of the line have had to seek alternate means of transport since last month, and will continue to do so for the next few months. NJ Transit's contractors have been on the line since then, working on PTC installation. A senior NJT official tells Trains that this week saw four separate crews working at Cherry Hill, Hammonton, and two other locations on the line.

The complete shutdown enabled the passenger equipment to be used on other NJ Transit rail lines to hasten PTC installation on locomotives and cab control cars.

Oct. 14 will see NJ Transit reductions in train service, additional stops, and temporary shutdowns on other lines as well. The Morris and Essex Gladstone line from Summit to Gladstone will see weekend PTC installation line shutdowns with a bus shuttle. The 2.7-mile Princeton, N.J., "Dinky" is to shut down completely. That branch will not need PTC due to its one-train operation. The two Arrow III mu cars used are badly needed during the rush to complete full PTC equipment on the 282 NJ Transit locomotives and cab cars by the end of the year.

The Atlantic City line, along with the other 11, is expected to return to normal scheduling sometime after New Year as crew work toward the mandated Dec. 31 Federal Railroad Administration compliance deadline.

AUDIT TARGETS NJ TRANSIT IMPROVEMENTS

NEWARK, NJ, Oct., 11, 2018, Railway Age - A detailed assessment of New Jersey Transit calls for the transportation agency to streamline management, improve strategic planning and procurement, and find a source of sustainable funding.

New Jersey Gov. Phil Murphy revealed the findings of a comprehensive strategic, financial and operational assessment of New Jersey Transit on Oct. 9.

This report assesses the challenges and possible improvements to NJ Transit pursuant to Executive Order 5 signed by Murphy. The \$1.3-million audit was conducted by The North Highland Company.

"Despite New Jersey's location and our population density, we have continually failed to get mass transit right, something that has limited our economic growth for far too long," said Gov. Murphy. "This audit is a critical step toward rebuilding NJ Transit into once again being an agency our residents can count on for safe, reliable, on-time service."

The report, which was itself delayed several months, lists several challenges faced by NJ Transit including that it is a large, diverse organization; that its rail operations take place in a complex environment, and that it has experienced performance declines in areas deemed critical to successful operation of the system.

Two major recommendations in the report include establishing an Office of Strategic Planning to create a leadership vision that restores NJ Transit to a leadership position in the industry and to improve communication with its customers, as well as developing a technology roadmap to better implement infrastructure across all levels of the organization.

Other recommendations:

Streamlining organizational structure – The report recommends streamlining the organizational structure to ensure effective decision-making. Additionally, the report calls for more transparency and accountability with the public including webcasting board meetings, updating performance scorecards, and updating the code of ethics. The report also highlighted potential recommendations for the Board of

Directors, including updating by-laws and making improvements to advisory boards.

Better recruitment practices – The report calls for improved HR and recruitment policies, including a new applicant tracking system and streamlining of the application and interview processes. The agency's rail operations have been hampered by a lack of engineers, with train cancellations occurring more frequently.

Enhancing the procurement structure – The report notes that NJ Transit's Procurement Department has begun an independent initiative to re-envision the existing procurement process and recommends mapping the end-to-end procurement cycle to develop an optimal organization-wide process. Procurement now typically takes more than a year, slowing the repair of locomotives, cars and other equipment.

Improving asset management – The audit calls for the development of an asset management strategy that focuses on operational maintenance and capital planning.

More reliable funding – North Highland found the current funding practices of NJ Transit to be inadequate and called for a more sustainable funding source and identifying innovative alternative sources of funding.

Improving Communications – The audit calls for better communications on cross-honoring, mobile application improvements, and improved overall communications with customers.

Improving Physical Infrastructure – The report suggests that improvements to the physical infrastructure of the NJ Transit network will lead to improved customer satisfaction.

"While the audit validates the concerns we have observed at NJ Transit over the past eight months, it more clearly articulates the extraordinary depth of the issues we must correct," said NJ Transit Chair and New Jersey Department of Transportation Commissioner Diane Gutierrez-Scaccetti. "We have the unique opportunity to take this report and use it as the foundation to rebuild NJ Transit into a 21st century agency."

"These audit results and recommendations will serve as the roadmap to rebuild NJ Transit to the national leader it once was," said NJ Transit Executive Director Kevin Corbett. "We have already begun the process of making important reforms which will provide the residents of New Jersey with a transportation system they deserve."

PROGRESSIVE RAILROADING'S PASSENGER RAIL AT A GLANCE 2018

New Jersey Transit

New Jersey Transit is the nation's largest statewide public transportation system providing more than 944,000 weekday trips on bus, light-rail, commuter-rail and Access Link systems.

Service launched: Commuter rail, 1979; light rail, 1930s

Miles: 1,001 (commuter rail)

Rolling stock: 188 locomotives, average age 16 years; 1,098 rail cars, average age 20 years; 93 light-rail vehicles, average age 16 years

Locomotives on order: 17 ALP 45A dual powered locomotives; first vehicle to be delivered in December 2019; manufacturer is Bombardier

Ridership: commuter rail, 85.4 million; light rail, 23.7 million

Annual operating cost: \$2.35 billion budget (systemwide)

Annual capital cost: \$1.46 billion budget (systemwide)

Stations: 62 light rail, 165 commuter rail

Major capital improvement projects: Positive train control installation continues; Raritan River Bridge Replacement Project, to advertise this year; Long Slip Fill and Rail Enhancement Project, to advertise this year.



PROGRESSIVE RAILROADING'S PASSENGER RAIL AT A GLANCE 2018

Southeastern Pennsylvania Transportation Authority

SEPTA is the nation's sixth largest public transportation system with an extensive network of fixed route services that include bus, subway, trolley, trackless trolley, high-speed and regional rail serving a 2,202-square-mile service region. That service region includes five Pennsylvania counties (Philadelphia, Bucks, Chester, Delaware and Montgomery) and extends to Trenton, New Jersey and Newark, Delaware. SEPTA employs 9,000 workers, making the agency one of the region's largest employers.

Service launched: heavy rail, 1968; light rail, 1969; commuter rail, 1983. SEPTA was created by the Pennsylvania Legislature in 1964 to consolidate private regional public transportation operators. SEPTA's predecessor rail agencies began providing passenger service in the late 1800s and early 1900s. The dates shown here reflect the years that SEPTA began operating those modes.

Route miles per mode: Light rail, 42; heavy rail, 47; commuter rail, 280

Rolling stock: locomotives, 8 (average age 27 years); rail cars, 404 (average age 30 years); light-rail vehicles, 167 (average age 35 years)

Cars/locomotives on order: 45 cars, expected delivery 2022; 13 locomotives, expected delivery fall 2018

Annual ridership: light rail, 24,720,500; heavy rail, 93,524,700; commuter rail, 34,355,300

Operating budget: \$1.45 billion (FY2018)*

Capital budget: \$727.2 million (FY2018)*

Stations: light rail, 8; heavy rail, 75; commuter rail, 154

Major capital improvement projects underway:

- Southwest connection: SEPTA has designed a series of infrastructure improvements near the University City Station. The project includes replacement of 80-year-old catenary, construction or rehabilitation of four interlockings, retiring an interlocking, tie and surface renewal, and signal improvements along a 3-mile segment of SEPTA railroad that's adjacent to the Northeast Corridor. The improvements are designed to have a positive impact on service on SEPTA's Airport, Wilmington and Media lines, and will be constructed between now and 2020. In summer 2018, SEPTA performed a two-week shutdown of the commuter railroad to install major interlocking components.

- Elwyn to Wawa service restoration: SEPTA will restore revenue service on the Media-Elwyn Regional Railroad Line from its current terminus at Elwyn Station to Wawa, Delaware County, Pennsylvania. (Service beyond Elwyn was discontinued in the 1980s.) An early action phase to stabilize embankments on sections of this line was completed in 2010. The second component of this 3-mile service restoration started in spring 2018. This phase will involve significant infrastructure renewal, including retaining walls; the rehabilitation of 9 bridges; and the replacement of track, catenary and structures, and signals. The final component of this project is the construction of a new station, a 600-car parking deck and an intermodal connect.

- Substation program: SEPTA has initiated a multiyear program to rehabilitate the 80-year-old traction power substations that provide electricity to propel vehicles on the Regional Railroad. The first substations to be addressed in this program are under construction and include Lenni and Morton on the Media/Elwyn Line and Jenkintown and Ambler (Main Line). Fourteen additional substations will be overhauled or replaced as part of this program. SEPTA also will be constructing a new substation on the West Trenton Line.

* Information source: septa.org



THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN NOVEMBER

Nov. 26, 1902 - PRR Board authorizes construction of a low grade freight line between Atglen and Marysville; construction of West Philadelphia Elevated freight line (the "High Line") between 36th Street on the Main Line and the Delaware Extension near the Arsenal Bridge, to allow freight to bypass the congestion in the yards and not foul the passenger tracks.

Nov. 12, 1907 - Tests of PRR experimental electric locomotives and New Haven Class EP1 electric locomotive to ascertain lateral stress on rails begin on a seven-mile tangent between Clayton and Franklinville, N.J., on WJ&S; test track is fitted with evenly spaced hard Brinnell balls which are driven into soft steel plates by lateral forces transmitted from locomotive to track; PRR No. 10003 considered most successful and becomes prototype for Class DD1 of 1909; No. 10001 and No. 10002, without pilot truck, have too much lateral impact; also test Class D16b and E2 steam locomotives for comparison.

Nov. 1, 1912 - PRR Board authorizes automatic block signals: Atglen-Dillerville, Harrisburg-Rockville, Rockville-Iroquois, Huntingdon-Elizabeth Furnace, Royalton-Harrisburg.

Nov. 1917 - Villa Maria, Pa. station on West Chester Branch renamed Immaculata.

Nov. 9, 1922 - LIRR Board authorizes the purchase of 12-15 Class H6sb 2-8-0's from the PRR for freight, and the transfer of 6-8 Class G5 4-6-0's from freight to passenger service.

Nov. 15, 1927 - Southbound *Havana Special*, consisting of 2 diners, 8 Pullmans and a baggage car, derailed at Princeton Jct. New Jersey; only one minor injury.

Nov. 9, 1932 - PRR Board approves the contract with the Reading Company merging the operations of the West Jersey & Seashore Railroad (PRR) and Atlantic City Railroad (RDG).

Nov. 26, 1937 - New "CALN" Interlocking placed in service on Philadelphia Division; remotely operated from "THORN".

Nov. 10, 1942 - Eleven cars of 125-car westbound freight derail east of Downingtown at 3:08 PM; tank car of benzene catches fire, closing the main line for 9 hours.

Nov. 7, 1947 - PRR tests radar on tugboat at New York Harbor.

Nov. 18, 1952 - Luncheon at 30th Street Station, Philadelphia celebrates 100,000th new freight car received by eastern railroads since the end of World War II; the aluminum 40-foot car is displayed on concourse from Nov. 17 through Nov. 25.

Nov. 14, 1957 - PRSL Executive Committee authorizes retiring the engine and yard facilities at Cape May; wye at Ocean City, New Jersey.

Nov. 1962 - PRR begins construction of new unloading facility for auto rack cars at York, Pa.

Nov. 15, 1967 - The first two "Metroliner" cars, Nos. 800 and 802, with Westinghouse electrical systems are delivered to the PRR at Morrisville; PRR agrees to test them despite the failures on the Reading at Jenkintown.

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

NOTICE

From November 4 thru March 10
ALL PENNSYLVANIA RAILROAD
PASSENGER TRAIN SCHEDULES
will be in
EASTERN STANDARD TIME

TIMETABLE 11-18

FOR LANCASTER CHAPTER NEWS,
SEE "INSIDE THE BACK PAGE"

SANTA AND CHRISTMAS TRAINS

Allentown & Auburn - 570-778-7531 - www.allnrr.com

Cape May Seashore Lines - www.capemayseashorelines.org

Colebrookdale Railroad - 866-289-4021 - www.colebrookdalerrailroad.com

Lehigh Gorge Scenic Railway - 610-562-2102. - www.lgsry.com

Middletown & Hummelstown Railroad - 717-944-4435 - www.mhrrailroad.com

New Hope & Ivyland Railroad - 215-862-2332 - www.newhoperailroad.com

Railway Restoration Project 113 - 570-544-8300 - www.rrproject113.org

Steam Into History - 717-942-2370 - www.steamintohistory.com

Steamtown National Historic Site - 570-340-5204 - www.nps.gov/stea

Stewartstown - 717-746-8123 - www.stewartstownrailroadcompany.com

Strasburg Rail Road - 1-866-725-9666 - www.strasburgrailroad.com

West Chester Railroad - 610-430-2233 - www.westchesterrr.com

Wilmington & Western Railroad - 302-998-1930 - www.wvrr.com

Sunday, Nov. 4, 2018

Daylight Saving Time ends at 2:00 AM - turn your clocks BACK one hour.

Sunday, Nov. 4, 2018

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

Saturday-Sunday, Nov. 10-11, 2018

First Frost Train Meet at the Allentown Fairgrounds, 1925 W. Chew St., Allentown, PA 18104. Info: www.allentowntrainmeet.com

Saturday & Sunday, Nov. 24-25, 2018

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

Saturday, Dec. 1, 8, 15, 22, 29, 2018 - Thursday, Dec. 27, 2018

Garden Spot Village Christmas Train Room Open House, 433 S. Kinzer Ave., New Holland, PA 17557. Info: www.gsvtrainclub.org or 717-355-6000

Saturday-Sunday, Dec. 1-2, 2018

25th Annual Ocean City Train Show at the Ocean City Music Pier, 825 Moorlyn Terrace, Ocean City, NJ 08226. Info: www.oceancityvacation.com

Saturday & Sunday, Dec. 1-2, 2018

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

Saturday, Dec. 8, 2018

Philadelphia Chapter, PRRT&HS Meeting at the Drexel Hill Methodist Church, 600 Burmont Rd., Drexel Hill, PA 19026. Info: www.philaprths.com

Saturday & Sunday, Dec. 8-9, 2018

Greenberg's Great Train & Toy Show at the Lebanon Valley Expo Center, 80 Rocherty Rd., Lebanon, PA 17042 Info: www.trainshow.com

Saturday, Feb. 9, 2019

Philadelphia Chapter, PRRT&HS Meeting at the Drexel Hill Methodist Church, 600 Burmont Rd., Drexel Hill, PA 19026. Info: www.philaprths.com

Go By Train...
SAFETY—WITH SPEED AND COMFORT



Saturday, Mar. 30, 2019

Philadelphia Chapter, PRR&HS Meeting at the Drexel Hill Methodist Church, 600 Burmont Rd., Drexel Hill, PA 19026. Info: www.philaprrths.com



300 GAP ROAD, ROUTE 741

STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday, Nov. 3, 2018 - 1940s Swing Dance

Saturday-Sunday, Nov 3-4, 2018 - Trains & Troops

Saturday, Dec. 1 & 8, 2018 - Christmas With The Conductor Parties

Saturday, Dec. 1 & 8, 2018 - Home For The Holidays



STRASBURG RAIL ROAD

301 GAP ROAD, RONKS, PA 17572

WWW.STRASBURGRAILROAD.COM

866-725-9666

Various, Nov. 1, 2, 5, 6, 7, 2018 - Lancaster Oxford & Southern Motorcar

Daily, Nov. 1 thru 11, 2018 - Shop Tour at 12:00 pm

Friday-Sunday, Nov. 16-18, 23-25, 2018 - Shop Tour at 12:00 pm

Friday-Sunday, Nov. 16-18, 2018 - Day Out With Thomas

Thursday-Friday, Nov. 30 - Dec. 21, 2018 - Christmas Feast

Friday-Saturday, Nov. 23-Dec. 22, 2018 - Santa's Paradise Express

Friday-Friday, Nov. 30-Dec. 21, 2018 - The Night Before Christmas Train

Saturday & Sunday, Dec. 1-2, 8-9, 15-16, 22, 2018 - Shop Tour at 12:00 pm

Saturday, Dec. 1, 2018 - Christmas Tree Train

Wednesday-Monday, Dec. 26-31, 2018 - Shop Tour at 12:00 pm

OCTOBER, 2018

CHAPTER MEETING MINUTES



The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the Christiana Freight Station, Christiana, Pa. on Monday, October 15, 2018. The meeting was called to order at 7:40 p.m. by President Tom Shenk with 23 members present.

MINUTES: President Tom Shenk asked for a motion to approve the September Membership Meeting Minutes. Glenn Kendig approved the motion and Steve Himpf seconded the motion. The September membership minutes were approved as printed in the Lancaster Dispatcher.

CHAPLAIN: In the absence of Chaplain David Stambaugh and Doris Geesey, Tom Shenk announced Fred Kurtz recently had knee surgery and was in attendance at tonight's Chapter meeting. Dennis Allen and Richard Bullis were also in attendance at tonight's Chapter meeting. The Card Committee will continue to send cards, headed by Doris Geesey. Doris's email is: dorisgeesey@gmail.com. Contact Doris about any health issues of former or present chapter members.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of September. Richard reported the Chapter's CD's were up for renewal. He will split the CD's into two separate accounts. The Freight Station roof will need to be repaired in the near future, and with two separate accounts to mature at different times, the Chapter will have access

to the funds.

CHAPTER BUDGET: President Tom Shenk went over the Chapter Budget with the Chapter membership. Helen Shaak made the motion to approve the Chapter Budget. Fred Kurtz seconded the motion. Helen Shaak made the motion to close the discussion on the budget. Doug Henry seconded the motion. The Chapter Membership voted unanimously to accept the Chapter Budget for the 2018-2019 year.

VENDORS AND CRAFT SHOW: Cindy Kendig announced the Vendors and Craft Show will be held on Saturday, October 20, 2018 at the Christiana Freight Station from 9:00 a.m. to 2:00 p.m. There are 27 vendors signed up and the possibility of 4 or 5 more vendors if the weather permits for outside the Freight Station.

NOMINATING COMMITTEE: Helen Shaak announced the following offices and officers for the 2017-2018 year: President-Tom Shenk; First Vice President-Harold (Smoke) Shaak; Second Vice President-Glenn Kendig; Secretary-Donetta Eberly; Treasurer-Richard Rutledge; Editor-Ed Mayover; Historian-Tom McMaster; Chaplain-David Stambaugh; 1st Director at Large-Cindy Kendig; 2nd Director at Large-Steve Himpf; National Representative-Fred Kurtz. The election was open to the floor. Helen Shaak announced the officers for the 2018-2019 year: President-Tom Shenk; First Vice President-Harold (Smoke) Shaak; Second Vice President-Glenn Kendig; Secretary-Donetta Eberly; Treasurer-Richard Rutledge; Editor-Ed Mayover; Historian-Tom McMaster; Chaplain-David Stambaugh; 1st Director at Large-Cindy Kendig; 2nd Director at Large-Steve Himpf; Fred Kurtz did not run for National Representative. Tom Steckler will be the National Representative for the 2018-2019 year.

Doug Henry made the motion to accept the offices and officers as they were read. Paul Baringer seconded the motion. Steve Himpf made the motion to close the elections. Chapter Secretary cast the ballot and the offices and officers stand as announced by Helen Shaak.

REPRESENTATIVE MEETING: Helen Shaak attended the Saturday, October 13, 2018 Fall Conference Advisory Council and Board of Directors' Meetings in Scranton, Pa. There will be a new mailing address for National. National Railway Historical Society, Inc. 505 South Lenola Road, Suite 226, Moorestown, New Jersey 08057. Also, a new renewal mailing address: NRHS Attention: Membership Renewal, P.O. Box 31074, St. Louis, MO 03131. Rail Camp: Becky Gerstung had 36 campers with 15 sponsors for 20 campers that got full or partial sponsorships and should be on the website by January 1, 2019. Tentative dates for Rail Camp for next year are June 23-29 and July 28-August 4, 2019.

St. Louis Chapter has a Heritage Grant Challenge for members to match up to \$2999.00 in contributions from September 1 to December 31 2018. If anyone is interested call Helen or email Smoke (HShaak@Dejazzd.com). Please get your hotel reservations in for your hotel for the Utah Convention to be held May 6-13 2019. Upcoming dates of Conventions/Conferences: Fillmore, California-2020; Birmingham, Alabama-Spring-March 21-23, 2019; Dallas, Texas-Fall-November 7-10 2019; Cincinnati, Ohio 50th Anniversary-Spring 2020; Johnson City, Tennessee-Fall 2020; Possible East Carolina Chapter, Raleigh, Spring 2021.

New Business discussed was reducing the Board of Director's from 25 to 7. There would no longer be Districts, Chapters will have representatives and can report to any Board member. A meeting on this will be held November 10, 2019 at John Fiorilla's office in New Jersey to discuss this matter more. \$83,000.00 was deposited on October 12, 2018 to the Grants from the Sam Freeman Trust and we could receive that amount every 3 years if the money is invested correctly. Helen reported there was discussion on by-law changes, but nothing is decided as of now. Smoke Shaak reported there are now 136 chapters. Smoke announced two chapters handed in their charters: Old North State Chapter and Hoosier Chapter.

UPCOMING DATES: Cindy Kendig announced Thursday, November 29, 2018 will be the decorating of the Christiana Freight Station for Christmas starting at 7:00 p.m.

TRIP: President Tom Shenk would like to thank everyone again who went on the ARK trip and for supporting the Chapter. The Chapter made \$6,134.01 in profit. The 4-day trip was from September 20 to September 23, 2018. Tom also thanked the Trip Committee: Steve Himpls for contacting all the railroads. Linda Himpls for getting the information together for the trip flyers. Cindy Kendig for contacting the ARK Encounter. Richard Rutledge for the financial part of the trip. Tom Shenk for contacting and booking the two hotels.

ADJOURNMENT: The Chapter meeting was adjourned at 8:20 p.m. for the presentation on "Rail Camp" given by Graham Dirian. Graham's sister Elizabeth received her Gold Award from Girl Scouts. It is the highest award you can earn in Girl Scouts.

Respectfully submitted by Donetta M. Eberly Secretary



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS



BROOKVILLE DELIVERS 50TH PCC REBUILD;
THREE STREETCAR SYSTEMS TO OPEN
SOON

BROOKVILLE, Pa., Oct. 15, 2018, Trains News Wire – On Oct. 14, 2018, the fifth of six PCC streetcars to undergo a complete overhaul and modernization program arrived at its destination in El Paso, Texas, marking the 50th PCC streetcar vehicle Brookville Equipment Corp. has delivered since entering the market in 2002, and serving as a fitting commemoration of a century of delivering custom-manufactured rail equipment to a host of industries for 100 years.

In August 2018, Brookville also delivered the fourth in an order of five of its modern Liberty Streetcar vehicles with onboard energy storage system to the City of Milwaukee, marking the 100th streetcar vehicle the company has designed and built, restored, or to which it has made major contributions. Brookville has since delivered the fifth and final vehicle to Milwaukee.



BROOKVILLE'S 50TH PCC STREETCAR RESTORATION DEPARTS FROM THE COMPANY'S MAIN MANUFACTURING FACILITY ON OCT. 10, 2018 - BROOKVILLE

"It's exciting to achieve both of these key streetcar delivery milestones in our 100th year of operations," said Brookville Vice President of Business Development Joel McNeil. "The Liberty Streetcar and our PCC restoration programs demonstrate the Brookville team's dynamic and diverse range of manufacturing skills, and our ability as

an organization to both preserve and modernize historical fleets and develop modern transit vehicles for the American cities of tomorrow."

Later this year, Brookville will also share major milestones with three customers, as new streetcar lines open in cities around the country. Milwaukee's streetcar line, The Hop, will open on Nov. 2, 2018, and operate five Liberty Streetcars with on board energy storage. Less than a week later, on Nov. 8, the City of El Paso will begin revenue service for its fleet of six restored and modernized PCC streetcar vehicles, which have been out of service since the 1970s. Finally, on Dec. 14, Oklahoma City will open its streetcar line, which will operate seven Liberty Streetcars.

Brookville will ship one more PCC streetcar vehicle to El Paso and one additional Liberty Streetcar vehicle to Oklahoma City in the coming weeks, wrapping up two major orders. Brookville is also currently rebuilding a fleet of 16 PCC streetcars for San Francisco Municipal Transportation Authority,

with 10 vehicles completed as of October 2018. Earlier this year, Brookville celebrated the shipment of its 25th PCC restoration for San Francisco.

With more than 100 vehicles delivered, Brookville has also continued to pick up new orders in recent months, including for its next-generation Liberty vehicle, the Liberty NXT, for Valley Metro's Tempe Streetcar (six vehicles), Sound Transit's Tacoma Link LRV Extension (five vehicles), and the City of Portland (two vehicles). Source: Brookville Equipment Corp. release



OPERATION LIFESAVER REMINDS YOU...

As the Holiday Season approaches, be aware that trains operate at any time, on any track, in either direction.

CHRISTMAS HOLIDAY

OPEN HOUSE WEEKEND

CHRISTIANA FREIGHT STATION, DECEMBER 8-9, 2018

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

DAILY SCHEDULE

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

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

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

HAY RIDES STARTING AT 5:00 PM

LANCASTER CHAPTER, NRHS SALES TABLE - PURCHASE LAST MINUTE GIFTS

POPCORN - HOT DOGS - SNACKS - DRINKS WILL BE AVAILABLE

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

HAY RIDES AROUND TOWN SPONSORED BY THE CHRISTIANA LIONS CLUB

SUNDAY, DECEMBER 9 - 1:00 PM TO 5:00 PM

FREIGHT STATION DECORATED FOR CHRISTMAS - TRAIN DISPLAYS

POPCORN - SNACKS - DRINKS WILL BE AVAILABLE

LANCASTER CHAPTER, NRHS SALES TABLE - PURCHASE LAST MINUTE GIFTS



"INSIDE THE BACK PAGE"***UPCOMING LANCASTER CHAPTER ACTIVITIES*****NOVEMBER 17, 2018 - SATURDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER BANQUET**

Information and order form is in this issue of *The Lancaster Dispatcher*. All Aboard!

NOVEMBER 29, 2018 - THURSDAY, 7:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS DECORATING

Decorate the Freight Station and Christmas Tree for the Holiday Open House and Christmas. Bring your favorite Train Ornament to hang on the tree. This is a fun-filled activity to usher in the Holiday Season.

DECEMBER 8, 2018 - SATURDAY, 3:00 PM - CHRISTIANA FREIGHT STA. - CHRISTIANA CHRISTMAS PARTY

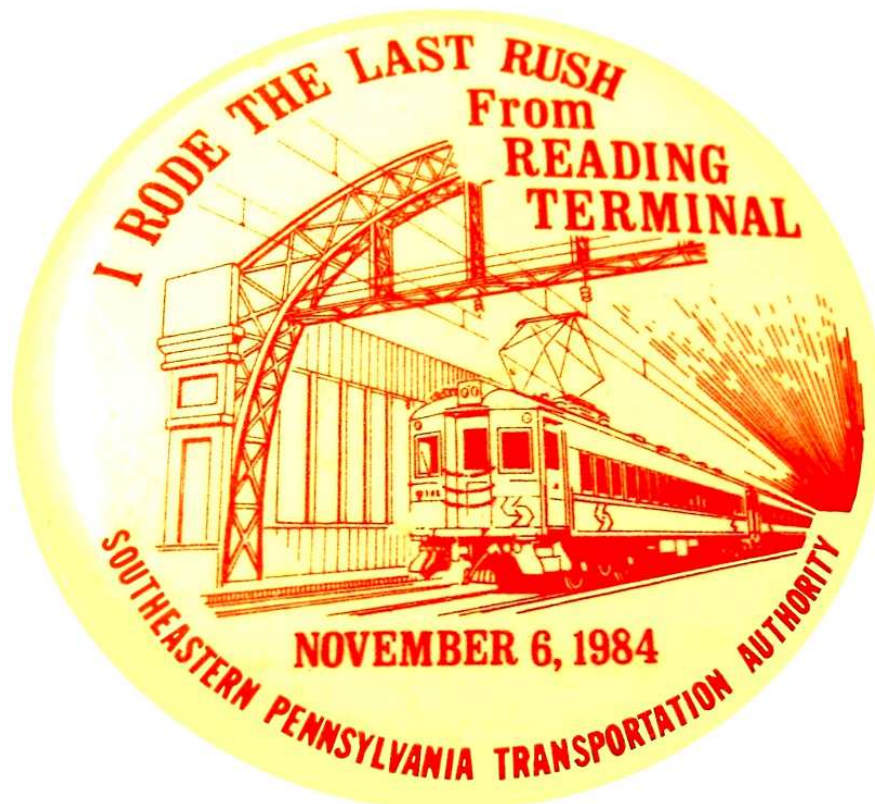
The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas light displays - a fun-filled evening for the entire family!

DECEMBER 9, 2018 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS OPEN HOUSE

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

DECEMBER 17, 2018 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS PARTY

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

34 YEARS AGO THIS MONTH - NOVEMBER 6, 1984**HISTORIC READING TERMINAL IN PHILADELPHIA CLOSES**



**LANCASTER CHAPTER, INC., N.R.H.S.
ANNUAL BANQUET
SATURDAY AFTERNOON, NOVEMBER 17, 2018**



**CHRISTIANA FREIGHT STATION
10 RAILROAD AVENUE
CHRISTIANA, PENNSYLVANIA 17509
(610) 593-4968**

PLEASE JOIN US AT THE CHRISTIANA FREIGHT STATION FOR A CATERED EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. AND DON'T FORGET THE FABULOUS DOOR PRIZES! MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

SOCIAL HOUR / MEAL / DOOR PRIZES / MEMBERSHIP AWARDS

2:00 PM - DOORS OPEN - LIGHT APPETIZERS SERVED

2:30 PM - MEAL BY BUTCH'S BBQ

DIGITAL PRESENTATION "LOOKING LOCALLY" BY CHAPTER MEMBER MARK HOFFMAN FEATURING REGIONAL IMAGES FROM 2010 TO PRESENT: NORFOLK SOUTHERN'S NEW HOLLAND SECONDARY, LITITZ INDUSTRIAL TRACK, COLUMBIA SECONDARY, MARIETTA INDUSTRIAL TRACK, LANCASTER'S LEWIS YARD, THE PORT ROAD AROUND COLUMBIA AND THE HARRISBURG LINE IN LEBANON COUNTY; AMTRAK'S KEYSTONE CORRIDOR AND SEVERAL SMALLER RAILROADS.

THE ANNUAL BANQUET COST FOR 2018 IS \$25.00 PER PERSON

LAST CALL FOR TICKETS - ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 2, 2018.

✂ -----

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

NO. OF SEATS _____ @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

MAIL TO: LANCASTER CHAPTER, N.R.H.S.
C/O THOMAS SHENK
11 MARQUIS COURT
LITITZ, PA 17543

INFORMATION:
TOM SHENK
OFFICE - 717-299-6600 ext. 504
CELL - 717-314-4448

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CHAPLAIN:	DAVID STAMBAUGH	717-292-1726	CHAPLAIN@NRHS1.ORG
CHAPLAIN:	CELL PHONE	717-683-3053	

MEMBERSHIP MEETING NOTICE

LANCASTER CHAPTER, INC., N.R.H.S.
ANNUAL CHAPTER BANQUET - 2:00 PM
SATURDAY, NOVEMBER 17, 2018
CHRISTIANA FREIGHT STATION
10 RAILROAD AVENUE, CHRISTIANA, PA

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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CHRISTIANA, PA 17509-1416