



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”

Holiday Greetings



AMTRAK SETS REVENUE AND EARNINGS RECORDS; DELIVERS BEST OPERATING PERFORMANCE IN COMPANY HISTORY

WASHINGTON, Nov. 16, 2018, Amtrak MEDIACENTER – Continuing financial improvements in recent years, Amtrak again

posted record revenue and earnings for its fiscal year, which ended Sept. 30, 2018. Strong management and improved product delivery and customer service led the company to its best operating performance in company history, despite challenges during the year. Preliminary results for Fiscal Year 2018 are:

Operating Earnings: (\$168.0 million) – best Amtrak operating performance to date, improved 13.3 percent over FY 2017 total of \$193.7 million

Ridership: 31.7 million customer trips – steady year-over-year, with growth offset by reductions due to service disruptions

Total Revenue: \$3.38 billion – increased 2.2 percent over FY 2017

Capital Investment: \$1.46 billion – the highest level of capital investment in recent Amtrak history

Northeast Regional and State Supported lines saw growth in ridership, while Long Distance service was down 3.9 percent due to the hundreds of trains truncated or canceled due to weather events, infrastructure outages, planned repairs, and poor on-time performance across much of the host railroad network used by Amtrak trains.

In response to two significant derailments early in FY 2018, Amtrak began implementation of a Safety Management System (SMS), a proven safety program that anticipates and mitigates risk, and continued its aggressive efforts to implement Positive Train Control (PTC).

Also notable this fiscal year, Amtrak invested more than \$1.46 billion on capital assets, including state-of-good-repair work on the Northeast Corridor (NEC), equipment refreshes, station upgrades, technology improvements and other customer-friendly benefits that support the long-term future and growth of intercity passenger rail.

“We made significant advancements to improve safety and the customer experience, posting our best operating performance in company history,” said Amtrak Board Chair Tony Coscia. “We remain on track to cover total operating costs from ticket and other revenues in the next few years, which will allow us to focus funding on business improvements and expansion.”

“With refreshed train interiors, improved amenities and renewed stations and infrastructure, our customers are noticing a difference,” said Amtrak President & CEO Richard Anderson. “We are continuing to make passenger rail the preferred mode of travel for business and leisure.”

Other Amtrak highlights in FY 2018 include:

Began implementation of an SMS, a proactive, data-driven safety program used in many complex industries. We are the first major U.S. railroad to deploy SMS and have already seen improvements in a broad range of train safety metrics.

Installed operational PTC on more than 13,000 miles of the Amtrak network. When 2019 arrives, we expect to have nearly all of our track, all of our training, and locomotive PTC work complete. Amtrak plans to be operating PTC across nearly all tracks we control and across a significant portion of the host railroad network.

Invested in customer-facing enhancements, including a refresh of the Amfleet I and Acela interiors, as well as improved Wi-Fi service.

Manufacturing began for the new Acela Express fleet, which will increase

capacity and redefine the customer experience on Amtrak’s premium NEC service.

Started an en route train cleaning program on the NEC, which has received positive feedback from customers who noticed the cleaner onboard experience.

Issued an RFP for new or rebuilt locomotives to supplement and replace our aging National Network diesel locomotive fleet, and an RFI for passenger vehicles to replace our Amfleet I equipment used on Northeast Regional trains and several State Supported services.

Modernized and improved the passenger areas of stations, including new restrooms in New York, and added lactation suites at several major stations.

Invested more than \$51 million on ADA-related design and construction improvement projects at more than 100 locations nationwide.

In coordination with our Gateway Program partners, advanced critical elements of the Hudson Tunnel Project including preliminary engineering and environmental review, began early construction on Portal North Bridge and are working with the Federal Transit Administration on financial plans to begin major construction on both projects.

Improved the reliability and performance of our infrastructure by completing our FY 2018 New York Penn Station renewal work on time and budget and completing an overhaul of the Spuyten Duyvil Bridge.

Made investments to double our infrastructure maintenance capacity by committing \$370 million on new equipment for improving the NEC.

Together with the Virginia Department of Rail and Public Transportation, launched new service to Roanoke, serving more than 54,000 customers in the first year.

In partnership with North Carolina, added a third frequency to the daily Piedmont service between Raleigh and Charlotte, serving more than 13,000 customers.

With our state partners at the Connecticut Department of Transportation, launched additional Amtrak service on the Springfield Line and assisted the state in their implementation of CTrail Hartford Line Service, which carried a combined total of more than 21,000 customers over its opening weekend and more than 10,000 customers during the first full week of operation.

Added Thruway bus service for customers to connect to the Empire Service, Lake Shore Limited, and Maple Leaf trains at Amtrak stations in Rochester, Syracuse and Utica, New York, and at Harrisburg, Pennsylvania for connections to State College, Lewisburg and Williamsport, Pennsylvania, as well as several other locations.

Offered real-time and frequent information via social media @AmtrakAlerts and @AmtrakNECAAlerts.

Implemented new contemporary food service on the Capitol Limited and Lake Shore Limited and introduced new menus on the Northeast Regional.

Reached new seven-year labor contracts with all unions providing reasonable wage increases for employees and medical plan cost control.

Streamlined the Amtrak management staff, creating service line leaders for strategic focus and redirecting staff to business-critical positions.

REPORT FINDS FLAWS IN AMTRAK BACKGROUND CHECKS FOR EMPLOYEES, CONTRACTORS

WASHINGTON, Nov. 8, 2018, Trains News Wire - Amtrak has addressed some flaws in conducting background checks as part of its hiring process, but some issues remain, according to a report by Amtrak Office of Inspector General.

Most notably, according to the report issued Nov. 1, reviews of applicants' education and employment histories are insufficient, and the company does not ensure that contractors conduct background checks.

Amtrak outsources its checks on applicants to Accurate Background, Inc. The report notes that Accurate referred more than half of the 1,882 background checks it conducted back to the company to resolve because of limitations in its contract or weaknesses in Amtrak's oversight of Accurate. "As a result," the report states, "the company continues to spend unnecessary resources on its background checks process."

Amtrak is not complying with its policy on contractors' background checks — which require contractors to certify in writing that they have completed such checks, and that Amtrak conduct independent audits to verify that the checks have been conducted — in part because "it has not identified which departments are responsible for completing each of these steps," according to the report.

The report did note improvements since it last reviewed hiring policies in 2012, namely that reviews of applicants' criminal histories have been improved, and that background checks are usually completed before applicants begin work. In fiscal 2017, only seven of 1,293 new employees were at work before the background checks were complete.

AMTRAK OIG SAYS RAILROAD CAN CUT UP TO \$6.4M IN COSTS

WASHINGTON, Nov. 13, 2018, Rail Group News - Amtrak's Office of Inspector General (OIG) audit, released Nov. 9, states that the passenger railroad service is capable of reducing the cost of service and inspection activities by adjusting workloads and staffing and by managing overtime.

Depending on the extent of the recommended changes that are implemented, the report said Amtrak could put an estimated \$2.3 million to \$6.4 million to better use.

Amtrak has a total of 62 locations nationwide where it services and inspects trains, which include 12 larger preventative maintenance facilities and 50 smaller outlying sites.

While developing the report, auditors focused on operations at Amtrak's 50 smaller outlying service and inspection sites, evaluating opportunities to cut costs.

Federal Railroad Administration-required safety inspections are conducted at these sites to include cab signal tests, brake tests and interior and exterior inspections. Additionally, Amtrak employees or contractors at the sites clean restrooms and café cars, wash windows, vacuum the cars, pump waste from toilets and replenish cars with potable water.

Various equipment repairs are also carried out at the sites. Of the 50 sites, 16 are staffed by Amtrak employees and the remaining 34 sites are staffed by contractors.

When considering cost reduction opportunities, the OIG found some work conducted at four service and inspection sites in Michigan and Missouri could be done at the service and inspection areas within Chicago's preventative maintenance facility.

OIG auditors also assessed route schedules for trains that originated or terminated in Chicago and established that several trains were in Chicago every 24 hours. Preventative maintenance facility employees in Chicago are already responsible for cleaning the trains and have the capacity to conduct the additional FRA-mandated safety inspections, according to an Amtrak official cited in the report.

The four Michigan and Missouri sites may still require the capacity to clean trains, however, a minimized workload would enable staffing adjustments for service and inspections, the report states.

The OIG identified potential savings opportunities at 11 other preventative maintenance facilities, as well. Depending on the amount of additional inspection work that could be performed at the service and inspection areas of the preventative maintenance facilities, the OIG estimated that Amtrak could better use \$1.4 million to \$3.9 million.

When reviewing four other service and inspection sites staffed by Amtrak employees, the OIG said employees worked standard eight-hour shifts even though the sites did not have enough service and inspection work to fill a full shift. For example, Amtrak's Heartland Flyer train is scheduled to be at the Fort Worth, Texas, service and inspection site for five hours per day, but, due to track constraints, service and inspection employees can only work on the train for three hours. However, the employees involved work a full eight-hour shift.

While a portion of the eight-hour shifts are used by employees to complete other tasks like gathering tools and supplies, they do not require a significant amount of time to complete, according to the report.

Company officials cited in the report said staffing levels were based on a historical preference to ensure sites had a full complement of staff to quickly mitigate incidents that might arise at a site or along a train's route. However, the OIG said for Amtrak it found the practice results in inefficiencies.

Across all 16 service and inspection sites, including the four sites at which the OIG found a lack of enough service and inspection work to fill an eight-hour shift, employees received overtime payments in addition to their base wage in the 2017 fiscal year.

Overtime payments above base wages ranged from 11 percent to 38 percent per employee at the sites. In Kansas City, Mo., employees received an average of more than \$27,000 in overtime payments per individual. The OIG also established that managers at some sites did not know why or how much overtime their employees were earning.

The situation did not enable managers to manage employee overtime or ensure the overtime was necessary. By better managing overtime and reducing it when possible, the report states that Amtrak could better allocate an estimated \$900,000 to \$2.4 million for better use.

In response to its findings, the OIG recommends that Amtrak consider the extent to which it can operate more efficiently at its service and inspection sites, including actions such as identifying opportunities to shift work from these sites to the service and inspection areas of preventative maintenance facilities, reducing unnecessary full-time positions at sites without a full-time workload and better managing the amount of overtime that staff incurs at service and inspection sites.

Amtrak officials agreed to implement all of the OIG recommendations, a statement said.

The logo for Brightline, featuring the word "brightline" in a lowercase, sans-serif font. The "i" in "brightline" has a yellow dot, and the "l" is a solid yellow vertical bar.

BRIGHTLINE IS SOLE BIDDER FOR ORLANDO-TAMPA SERVICE

TAMPA, Fla., Nov. 8, 2018, Trains News Wire - Florida transportation officials announced Wednesday that Brightline was the only bidder to submit a formal proposal to construct tracks and operate intercity passenger trains between Orlando International and downtown Tampa, mostly in the median of Interstate 4.

Submissions in response to a June request for proposals to develop the route were due Nov. 1, and some news reports suggested that there might be as many as four bidders. Brightline triggered the process in March with an unsolicited proposal to develop the right-of-way.

A state selection committee is scheduled to meet Nov. 28 to evaluate the proposal.

The fact that Brightline's station at the Orlando Airport has already been constructed even though service from Miami could be at least three years away certainly gave the company a built-in competitive advantage over any competitors seeking to bid on the Orlando-Tampa route.

Meanwhile, the Tampa Bay Times reports that Tampa voters overwhelmingly approved two new Hillsborough County taxes for schools and transit Tuesday by a two-to-one margin. Similar legislation had been defeated in 2010, but now has broad-based approval. The money could give a significant boost to transit connections or highway improvements the city may provide in connection with rail expansion to Tampa.



VIRGIN TRAINS-BRIGHTLINE PARTNERSHIP LEADS TO PUBLIC OFFERING

MIAMI, Nov. 18, 2018, Trains News Wire - Florida's Brightline announced Friday that it would jettison years of branding to become *Virgin Trains USA*, but that turned out not to be the company's only big news: Later Friday, it filed a prospectus for an initial public offering (IPO) with the Security and Exchange Commission.

The filing reveals details of the economics of current operations; previously opaque strategies the newly-named Fortress Investment Group subsidiary hopes to employ in financing, constructing, and operating its expansion to Orlando and Tampa, Fla.; as well as building out the Las Vegas, Nev., to Victorville, Calif., XpressWest franchise.

Some highlights from the filing:

— With service extended from Fort Lauderdale, Fla., to Miami in mid-May and frequencies increased in mid-August, Brightline ticket revenue jumped \$1.5 million in the second quarter to \$2.9 million in the third quarter, on a nine-month operating loss of \$87 million.

— Company debt stands at \$625 million.

— The Siemens trainsets for the existing West Palm Beach-Miami service cost \$260 million, and the additional rolling stock for the Orlando extension is pegged at a similar amount.

— It appears the Orlando and Tampa build-outs will be concurrent, because the company expects ridership and revenues to “stabilize” by early 2024 after a two-year “ramp-up.”

— The Tampa expansion is expected to cost \$1.7 billion; Las Vegas-Victorville is tabbed at \$3.6 billion.

— Ridership projections were scaled back about 8 percent from those originally estimated in the Nevada's “High Desert Corridor Study” because the route will now be built to a lower-speed, 125-mph standard.

— Expected ticket prices are \$100 between Miami and Orlando, and \$35 Orlando to Tampa.

— Virgin Trains USA says it will seek to operate its brand in other corridors, such as Dallas-Houston, even though that market already has an established high-speed rail entrant.

The filing, which is being underwritten by J.P. Morgan Chase and other major investment houses, provides an underlying reason for attempting to utilize Virgin's worldwide name recognition to tempt investors in augmenting funds that Fortress' deep pockets and private activity bond financing could not solely provide. If approved, it will be listed under the stock symbol VTUS on the NASDAQ stock exchange



CSX SANTA TRAIN TO TRAVEL THROUGH APPALACHIA

Nov. 5, 2018, Progressive Railroading - CSX will operate its 76th annual Santa Train on Nov. 17, as part of the Class I's efforts to deliver toys, food, winter clothing and other gifts to residents in need along the 110-mile

route.

The train will travel through the Appalachia region and stop in 14 locations in Kentucky, Virginia and Tennessee. More than 15 tons of toys and other items will be delivered to families, CSX officials said in a press release.

This year's train also will feature entertainment by country music duo Maddie & Tae, according to CSX.

In addition to CSX, Santa Train's sponsors include Food City, Kingsport Chamber of Commerce, Appalachian Power and Soles 4 Souls.

CSX TRANSPORTATION FINDS A BUYER FOR FLORIDA PANHANDLE ROUTE

WASHINGTON, Nov. 12, 2018, Trains News Wire (Edited) - Shortline holding

company RailUSA will acquire nearly 375 miles of CSX Transportation main line across the Florida Panhandle.

Last week RailUSA notified rail labor on the affected routes that it would be acquiring the lines from CSX, according to a Nov. 6 filing with the Surface Transportation Board.

The Florida Gulf & Atlantic Railroad will acquire 373 miles of CSX routes, including the Tallahassee Subdivision between Baldwin and Chattahoochee, Fla., the P&A Subdivision between Chattahoochee and Pensacola, Fla., and portions of the Bainbridge Subdivision between Tallahassee and Attapulugus, Ga.

No startup date was given, but people familiar with the matter say the railroad was likely to begin operations in mid-January.

Florida Gulf & Atlantic will hire 37 people in Tallahassee to run the railroad.

Rail labor was notified that the railroad will seek a superintendent, two trainmasters, nine conductors, nine engineers, one track inspector, one roadmaster, two brakemen, five maintenance-of-way crew members, one sales and marketing staff member, one controller, one accounting clerk, three bridge tenders, and one office manager.

The new railroad will roster up to 20 locomotives, mostly GP38s and GP40s, that will wear a red, white, and blue paint scheme, according to a person familiar with the matter.

The route once hosted Amtrak's Sunset Limited, which ran between Orlando and Los Angeles. It was cut back to a New Orleans-Los Angeles routing after Hurricane Katrina damaged Gulf Coast trackage east of New Orleans in 2005.

The line, which carries a pair of through trains to perform local work, is maintained to Class 4 track standards with maximum speeds of 60 mph for freight trains. CSX has rerouted most through traffic off the Panhandle line to its parallel route via Waycross, Ga., and Montgomery, Ala.

Florida Gulf & Atlantic will be the second acquisition for RailUSA, a new company headed by Gary Marino, who founded shortline holding companies RailAmerica and Patriot Rail. RailUSA is a subsidiary of International Rail Partners. Both companies are based in Boca Raton, Fla. RailUSA operates the Grenada Railroad, the 180-mile former Illinois Central Grenada Subdivision between Jackson, Miss., and Memphis. RailUSA acquired the operating rights on the route from Iowa Pacific Holdings in August.

The sale of the Jacksonville-Tallahassee route is CSX's largest to date since it began a line rationalization program under former CEO E. Hunter Harrison.

CSX has been reviewing up to 8,000 miles of lines as it looks to shed low-density and redundant routes that are no longer considered core parts of the network. Management does not expect that many miles of track to ultimately go on the block.

The Florida Panhandle route was put up for sale in January.



NORFOLK SOUTHERN REPORTS THIRD- QUARTER 2018 RESULTS

NORFOLK, Va., Oct. 24, 2018, NS News – Norfolk Southern Corporation today reported record third-quarter financial results.

Net income was \$702 million, up 39 percent year-over-year, a result of a 14 percent increase in income from railway operations and a lower effective income tax rate. Diluted earnings per share were \$2.52, up 44 percent year-over-year and a third-quarter record.

“Norfolk Southern continues to deliver record financial results that reflect our careful and determined pursuit of a balanced and flexible strategy,” said James A. Squires, Norfolk Southern chairman, president and CEO. “Our demonstrated progress toward the goals of our strategic plan is significant, and our ongoing pursuit of new initiatives to benefit customers and

shareholders will further strengthen our organization.”

Third-quarter summary

- Railway operating revenues of \$2.9 billion increased 10 percent compared with third-quarter 2017, due to higher volumes and an increase in revenue per unit, including higher fuel surcharge revenue as well as increased rates. Overall volumes were up 5 percent reflecting growth in the major commodity categories of intermodal and merchandise, which offset a decline in coal.
- Railway operating expenses increased \$152 million, or 9 percent, to \$1.9 billion compared with the same period last year, driven by higher fuel prices, increases in volume-related expenses, and increased costs associated with overall lower network velocity.
- Income from railway operations was \$1.0 billion, a 14 percent increase year-over-year, and a third-quarter record. The railway operating ratio, or operating expenses as a percentage of revenues, was 65.4 percent, also a third-quarter record.

NORFOLK SOUTHERN TO ADOPT PRECISION SCHEDULED RAILROADING OPERATING PRINCIPLES

NORFOLK, Va., Oct. 24, 2018, Trains News Wire - Norfolk Southern will adopt Precision Scheduled Railroading principles as it develops a new operating plan that aims to produce better service at lower cost.

The decision, announced today, comes a month after Union Pacific said it, too, would implement an operating plan based on the philosophy of the late E. Hunter Harrison, who used Precision Scheduled Railroading to transform Canadian National, Canadian Pacific, and CSX Transportation.

And, like UP, Norfolk Southern says it will depart from the Harrison approach by rolling out the changes gradually, with minimal disruption, and by working in collaboration with customers.

“We will implement PSR principles where they can allow us to better serve customers and shareholders,” CEO Jim Squires said on the railroad’s earnings call on Wednesday.

“We will endeavor to implement a new operating plan while minimizing service disruption,” Squires says. “And we’re not going to sit out growth while we do so. This remains an environment very conducive to growth and we are determined to capitalize on it.”

Squires was asked if this meant NS was not fully embracing Precision Scheduled Railroading.

“We’re looking at everything out there, including elements of PSR, that are complementary to our strategy,” Squires says, noting that the railroad will blend its own ideas with best practices from other railroads as well as elements of Precision Scheduled Railroading.

Squires declined to say whether NS has any targets in mind for layoffs, reductions in the size of its locomotive and car fleets, or whether it would streamline its network of classification yards.

“But suffice it to say that our goal is to produce a railroad that provides a more consistent service product at a lower cost,” Squires says.

NS expects to see productivity improvements as it reduces the number of cars online and runs a higher-velocity railroad. And Squires says NS will continue its D.C.-to-A.C. locomotive conversion program as well as buy new locomotives as required.

NS will release full details about its new operating plan during an investor day scheduled for Feb. 11 in Atlanta.

Chief Operating Officer Mike Wheeler says NS for several months has been taking a “clean sheet” approach to operations at local yards and terminals. The goal of the process, he says, is to increase car velocity and reduce the number of cars online.

NS is creating more blocks of traffic in local yards, which allows the cars to bypass major classification yards, Wheeler says. NS is working with customers and short lines on improving blocking, as well.

To date, the clean sheeting approach to first- and last-mile service has reduced re-handling of cars by 80 percent, improved train performance to the mid 90-percent range from the low 80-percent range, and decreased terminal dwell by up to 4 hours.

The new operating plan will be built from the local level up to the network level, Wheeler says.

The overall plan will include blending unit-train traffic into the merchandise network. By pushing more volume into the merchandise network, NS will be able to operate longer trains on a daily basis, up from several days per week currently.

NS also will encourage faster loading and unloading of freight cars by increasing demurrage charges, something Harrison-led railroads have done with success.

NS has brought in people with Precision Scheduled Railroading experience and will continue to do so.

“We don’t have a monopoly on good ideas,” Squires says.

Harrison’s operating model is sweeping the industry.

After delivering record second-quarter results this summer, both UP and NS executives found themselves facing Wall Street analyst questions about why they couldn’t move as far and as fast as CSX.

Harrison took the helm in Jacksonville in March 2017 and rapidly rolled out operational changes prior to his death in December 2017. The changes were accompanied by a summer and fall of service problems last year. Service has recovered and CSX is now dramatically more profitable, with an operating ratio that is among the industry leaders and will likely be below 60 percent this year.

Kansas City Southern executives said they would adopt some elements of Precision Scheduled Railroading as UP — a major interchange partner for Mexico traffic — changes its operations.

NORFOLK SOUTHERN: PSR WILL HELP CLOSE OPERATING-RATIO GAP WITH CSX

NEW YORK, Nov. 8, 2018, Trains News Wire - Norfolk Southern is approaching Precision Scheduled Railroading differently than CSX Transportation, with a much slower timetable and no appetite for disruptive change.

But NS sees no reason why it can’t close productivity and operating ratio gaps with its more efficient eastern rival, Chief Financial Officer Cynthia Earhart says. Earhart spoke at the Stephens Fall Investment Conference in New York.

“The biggest difference for us is we’re really trying to communicate very closely with our customers so that they understand what the changes are going to be and give them time to plan,” Earhart told an investor conference on Wednesday.

NS is currently laying the groundwork for a new operating plan that will incorporate elements of the late E. Hunter Harrison’s Precision Scheduled Railroading operating model.

The railroad is using a process called “clean sheeting” to redesign local service at its local serving yards and terminals. The goal is to improve service and terminal fluidity while making better use of locomotives, cars, and crews, Earhart says.

Once clean sheeting is complete next year, NS will turn its focus to a new systemwide service plan for its road trains. Changes will be rolled out gradually to minimize the potential for service problems.

“It’s a lot of change,” Earhart says. “There’s going to be a lot of change to the way that we run the railroad and there will be a lot of change for our customers.”

Harrison rapidly made sweeping operational changes at CN, CP, and CSX, which led to months of service problems, shipper complaints, and increased scrutiny from federal regulators.

The Surface Transportation Board is holding weekly conference calls with Union Pacific executives, who on Oct. 1 began implementing a new operating plan based on the principles of Precision Scheduled Railroading.

Federal regulators have not yet made a similar request to NS, which has said it will provide additional details on its operating plan and financial targets during an investor day scheduled for February.

Under Harrison and his successor, CEO Jim Foote, CSX's operating ratio has improved by more than 10 points and stood at a record 58.7 percent in the third quarter.

Norfolk Southern's operating ratio was a record in the third quarter, as well, but was 65.4 percent, or 6.7 points higher than CSX's.

NS on Wednesday named Michael Farrell, who has experience with Precision Scheduled Railroading at both Canadian National and Canadian Pacific, as senior vice president of transportation.

As a consultant, Farrell has led the NS clean sheeting effort over the past year.

Prior to joining Norfolk Southern, Farrell served as general manager operations and mechanical of the Prairie and U.S. West divisions of Canadian Pacific, as well as general manager for the U.S. network operations center in Minneapolis. Previously, he served as general superintendent-Chicago Terminal of Canadian National and general superintendent terminals for CN.

VOTE CLINCHES DEAL FOR NORFOLK SOUTHERN HEADQUARTERS MOVE TO ATLANTA

Nov. 12, 2018, Railway Age - Norfolk Southern plans to build a \$575 million headquarters complex in downtown Atlanta, after the city approved a \$600 million bond offer to lure the Class I from its current base in Virginia.

The bond issue by Invest Atlanta included the Georgia Department of Economic Development, Metro Atlanta Chamber and Georgia Power, and clears the way for redevelopment of NS-owned property in Atlanta's Gulch neighborhood.

Norfolk Southern plans to construct the new 750,000-square foot headquarters at 3rd Street and Ponce de Leon Avenue on Midtown's busy West Peachtree Street, about a mile from its current office.

The headquarters move from Norfolk to Atlanta had long been reported; NS has been in the process of relocating its operations team to Atlanta, which was the operational home of predecessor Southern Railway. NS also has an automation lab in Atlanta allied with Georgia Tech.

The move would create 850 new jobs while retaining 2,000 existing positions.

Norfolk Southern was ready to scrap the deal until the Atlanta City Council voted Nov. 5 to approve the lease purchase bond NS said it required to sell its Gulch property.

The railroad sees Atlanta as a better base of operations, observers say, with a major international airport, expansive suburbs, and a large talent pool.

The company plans to close on the property early in 2019.

NORFOLK SOUTHERN SD70ACC LEADS TRAIN INTO CHICAGO FOR FIRST TIME



CHICAGO, Nov. 12, 2018, Trains News Wire - Norfolk Southern train 27K arrived in Chicago on Nov. 8 with rebuilt SD70ACC No. 1800 leading. It was released for service last week from the company's Altoona, Pa., shops.

The locomotive was rebuilt from NS SD70 No. 2537, which was built in 1994 with a standard cab and direct current traction motors. Progress Rail rebuilt the locomotive with enhancements including a new comfort cab and alternating current traction, while Norfolk Southern painted and performed final testing before release.

This is the first of 50 such units Progress will rebuild for Norfolk Southern. The railroad used yellow paint to represent Progress Rail's parent company, Caterpillar, on the first two SD70ACCs rebuilt.



COURT DERAILS READING & NORTHERN'S CHALLENGE OF SHORT LINE REQUEST FOR PROPOSALS

Oct. 29, 2018, Railway Age - The Reading & Northern Railroad plans to appeal a ruling

dismissing its challenge to bid on short line operating rights in central Pennsylvania.

The SEDA-COG Joint Rail Authority (JRA) on Oct. 17 was granted a summary judgment by Judge Charles Saylor of the Northumberland County Court of Common Pleas in Reading's challenge to a Request For Proposals (RFP) process for a new operating agreement on its lines.

"We are disappointed but not surprised by the Court's decision, which ignores all of our arguments and evidence," said R&N President Wayne Michel, in a statement. "The Court has consistently ruled in favor of the local rail authority and it has been clear since the beginning of the case that we would need to seek relief at the appellate level."

The decision is separate from a legal fight being waged over JRA operating rights by current operator North Shore Railroad and Carload Express, based in Pittsburgh.

Reading & Northern, headquartered in Port Clinton, Pa., challenged the first phase of the RFP, which was issued by the JRA in 2014 seeking operators for its 200 miles of rail lines in eight counties.

Among other grounds, R&N claimed the RFP process was formulated to eliminate it from consideration.

But the court found that R&N's claims didn't hold up, according to a report, that it failed to provide required information as part of its RFP submission, as well as sufficient evidence that it was treated unfairly in the RFP process to warrant a trial. At the same time, R&N's overall goal throughout the process was to force JRA to privatize the rail lines, the company's representatives testified.

"[We] look forward to having [our] day in court as to the JRA's illegal competition with private industry and to showcase to the appellate court what the trail judge chose to ignore: the overwhelming evidence of bias and corruption that infected the entire process," R&N stated.

READING & NORTHERN ACQUIRES PENN FOSTER WAREHOUSE

PORT CLINTON, PA., Nov. 7, 2018, Rail Group News - The Reading & Northern Railroad, through its sister company, Reading Railroad Transfer, LLC, acquired the former Penn Foster warehouse facility located in Ransom, Pa.

The paper-grade warehouse spans 83,551 square feet and is set to serve as a new transload facility for wood pulp with the potential to transload other forest products, officials said.

The warehouse is located on more than 30 acres of land next to Reading & Northern's Susquehanna Branch, which is served daily.

This warehouse adds to the Reading & Northern Railroad's transloading network, which includes two transload facilities and an additional warehouse.

"This acquisition marks an important milestone for our railroad. We have always made investments in freight cars and service improvements, but this beautiful warehouse marks a continuation of our investment in transloading, warehousing and trucking," said Andy Muller, Jr., Reading & Northern's CEO and owner. "Reading & Northern will continue to work to provide our customers with the best possible service package."

Reading & Northern's corporate headquarters is located in Port Clinton, Pennsylvania. The privately-held railroad company serves more than 70 customers in nine eastern Pennsylvania counties. Officials said it has expanded its operations throughout the past three decades and now

handles more than 30,000 carloads of freight and 120,000 excursion train riders throughout 340 miles of track.

Reading and Northern operates both freight services and steam and diesel-powered excursion passenger services, owns almost 1,300 freight cars, and employs more than 200 dedicated employees. Reading & Northern has repeatedly been honored as one of the premier railroads in the nation. The acquisition was announced on Oct. 31, 2018.

MTA Long Island Rail Road

FINAL MAJOR CIVIL CONSTRUCTION CONTRACT FOR THE LONG ISLAND RAIL ROAD EAST SIDE ACCESS PROJECT AWARDED TO SKANSKA

Nov. 1, 2018, Railway Age - The New York Metropolitan Transportation Authority (MTA) on Oct. 31 awarded its final major civil construction contract for the Long Island Rail Road East Side Access (ESA) project to Skanska USA Civil Northeast. The contract, valued at \$60.2 million, includes two options that, if exercised, would bring the total value to \$62.5 million. It's among the final work needed to begin Long Island Rail Road service to Grand Central Terminal by year-end 2022.

The contract, known as CH058A Tunnel B/C Approach Structure, involves relocating tracks at Harold Interlocking in Sunnyside, Queens, to create space for an 800-foot structure that will connect trains traveling to and from Long Island with newly built tunnels to the new concourse under Grand Central, and then excavating 15,000 cubic yards of soil to build that structure. It also includes removal of a tunnel boring machine cutter head that remains in the tunnel from a prior contract, installation of overhead catenary that powers Amtrak and NJ Transit trains, and new communications, power and signal duct banks, tracks and switches.

The work is expected to take 27 months.



The contractor is required to design and provide temporary support for the 39th Street Bridge while the excavation and construction is under way below.

Skanska USA Civil Northeast, one of the five qualified bidders for this contract, submitted the lowest bid for the work. The formal Notice of Award allows the contractor to begin early planning, surveying and administrative work. A Notice to Proceed, which gives the contractor full authority to commence the work, will be issued in the coming months, dependent on the completion of crucial prerequisite work in the area.

“Awarding the last heavy civil contract shows our progress toward completion of this huge—and hugely important—project,” said MTA Chief Development Officer Janno Lieber. “East Side Access will pay off in many ways for Long Island and the region, including more trains, direct service to East Midtown, and a second passenger rail route between Manhattan and Long Island, the kind of back-up needed in the event of Superstorm Sandy-type extreme weather events and other emergencies. It’s a game changer.”

“The award of this final contract means that we have come even closer to bringing this project in on time and initiating LIRR train service to Grand Central by December 2022,” said ESA Senior Program Executive Rob Troup.

MTA Metro-North Railroad

AMTRAK DEMANDS DELAYING METRO-NORTH PROJECT, OFFICIAL SAYS

NEW YORK, Oct. 26, 2018, Trains News Wire - A Metropolitan Transit Authority official says Amtrak demands have stalled a project that would give Metro-North commuters access to Manhattan’s West Side for the first time.

In an interview with the *Rockland-Westchester Journal News*, Janno Lieber, MTA’s chief development officer says negotiations between Amtrak and the MTA have broken down, delaying the start of bidding for designs of the Penn Station Access Project by at least six months.

The \$1 billion MTA plan, which would follow completion of the long-delayed East Side Access project to bring Long Island Rail Road trains to Grand Central Terminal, would allow some Metro-North New Haven Line trains to reach Penn Station via a new connection. It would also see four new stations built in the Bronx.

Amtrak, which owns much of the property on which the new line would be built, wants to collect access fees for the use of the Hell Gate Bridge, Lieber told the paper, and wants the MTA to pay much of the cost to replace a 111-year-old, Amtrak-owned bridge in the Bronx. Lieber has said that could cost \$400 to \$600 million.

Amtrak spokesman Jason Abrams said in a statement that the passenger railroad has been cooperating with the MTA efforts, but wants “to ensure that the proposed expansion of Metro-North service does not adversely impact Amtrak intercity passenger operation, which will see a significant expansion in 2021 with the introduction of expanded Acela service between New York and Boston.”

Kawasaki Powering your potential

AFTER LOSSES, KAWASAKI MULLS FUTURE OF RAILCAR BUSINESS

Nov. 7, 2018, Railway Age - Kawasaki Heavy Industries, builder of subway cars for U.S. cities including New York and Washington, may exit the business amid mounting losses and an increasingly difficult market.

Kawasaki Chief Executive Yoshinori Kanehana, after announcing disappointing quarterly results, said the Japanese company is reviewing options for its rolling stock division, including getting out of the business, according to published reports.

The builder would explore alliances or possibly closing its rail unit if a turnaround isn’t successful.

Kawasaki plans to outline a restructuring for the rail business this fiscal year after announcing a net loss of \$31 million for the six months ended September, down from a profit of \$95 million a year ago. That included a reported loss of \$78 million in its rolling stock division, primarily on contracts with Washington’s Metro and the Metropolitan Transportation Authority’s Long Island Rail Road.

The company operates Kawasaki Rail Car at U.S. facilities in Lincoln, Neb., and Yonkers, N.Y.

Kanehana also said that a labor shortage and Buy American requirements complicated the company’s business plans in North America.

Following early design issues and delivery delays, Metro inspections earlier this year found flaws that will require replacement of all wiring in 548 of about 600 new 7000 series cars. The agency has a \$2-billion contract with Kawasaki for a total 748 cars, all of which it expects to be delivered ahead of schedule by late 2019.

Profits were also dragged by additional orders in a 2013 contract with LIRR that were less than expected.

NJ TRANSIT The Way To Go.

ACCELERATED LOCOMOTIVE ENGINEER TRAINING KICKS OFF AT NJ TRANSIT

NEWARK, NJ, Oct. 23, 2018, Railway Track & Structures - New Jersey Transit launched the agency’s new accelerated Locomotive Engineer

Training class last week, with 14 assistant conductors learning how to become rail engineers, officials said.

NJ Transit said the new class is intended to fulfill the agency's commitment to speed up the training of locomotive engineers.

The accelerated training program consists of 14 assistant conductors who are already rules-qualified, cutting down the participants' training time from 20 months to 12 months.

"This accelerated class is part of our commitment to explore new ways to get engineers trained and qualified to operate our trains without reducing our rigorous standards of excellence," said NJ Transit Executive Director Kevin Corbett. "This new class contains NJ TRANSIT Assistant Conductors, who are already familiar with complex rail rules and regulations, and leverages that railroad experience to dramatically reduce their training period. This will help alleviate some of our engineer shortage issues and will get more personnel in position to operate the trains on a more reliable schedule."

The training is being conducted at the Rail Operations Center in Kearny, N.J., officials said. Corbett, other senior managers and training staff were also present to welcome the new trainees.



Timetable 12-18

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.colebrookdale railroad.com
Lehigh Gorge Scenic Railway - 570-325-8485 - www.lgsry.com
Middletown & Hummelstown - 717-944-4435 - www.mhrrailroad.com
New Hope & Ivyland Railroad - 215-862-2332 - www.newhoperailroad.com
Reading & Northern - 610-562-2102 - www.rbmnr-passenger.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



Saturday-Sunday, Dec. 1-2, 8-9, 15-16, 22-23, 29-30, 2018; Jan. 5-6, 2019

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

Saturday-Sunday, Dec. 1-2, 2018

25th Annual Ocean City Train Show at the Ocean City Music Pier, 825 Moorilyn 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. 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, Dec. 8, 2018

Philadelphia Chapter, PRRT&HS Meeting at the Drexel Hill Methodist Church, 600 Burmont Rd., Drexel Hill, PA 19026. Info: www.philaprrths.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 & Sunday, Jan. 12-13, 2019

World's Greatest Hobby On Tour at the Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA 19456 Info: www.trainshow.com

Saturday & Sunday, Jan. 19-20, 2019

Greenberg's Great Train & Toy Show at the York Expo Center, 334 Carlisle Ave., York, PA 17404 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.philaprrths.com

Saturday & Sunday, Feb. 16-17, 2019

Greenberg's Great Train & Toy Show at the Chase Center on the Riverfront, 815 Justison St., Wilmington, DE 19801. Info: www.trainshow.com

Saturday, Mar. 2, 2019

Thirty Third Annual Harrisburg Railroad Show & Collectors Market sponsored by the Harrisburg Chapter, NRHS at the I. W. Abel Union Hall (Steelworkers Union), 200 Gibson St., Steelton, PA 17113. Info: Mark Irvin, 3814 Leyland Dr., Mechanicsburg, PA 17050. Phone: 717-732-3867 or irvinwepfer@msn.com. Donation at the door - \$5.00, under 12, free.

Saturday & Sunday, Mar. 2-3, 2019

Roundhouse Model Train Show at the B&O Railroad Museum, Pratt Street, Baltimore, MD. Info: www.trainshow.com

Thursday-Saturday, Mar. 21-23, 2019

2019 NRHS Spring Conference in Birmingham, AL. Info: www.nrhs.com

Saturday, Mar. 30, 2019

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

Tuesday-Saturday, May 7-11, 2019

2019 NRHS Convention in Salt Lake City, UT. Info: www.nrhs.com



**300 GAP ROAD, ROUTE 741 EAST
STRASBURG, PA
WWW.RRMUSEUMPA.ORG
717-687-8628**

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

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

Saturday, April 6, 2019 - Rails & Ales



**STRASBURG RAIL ROAD
301 GAP ROAD, RONKS, PA 17572
WWW.STRASBURGRAILROAD.COM
1-866-725-9666**

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

Friday, Nov. 30 - Monday, Dec. 24, 2018 - Christmas Trains

Saturday, Dec. 1, 2018 - Christmas Tree Train



RESTORED B&O PARLOR CAR DEBUTS ON THE STRASBURG RAIL ROAD

STRASBURG, Pa., Nov. 9, 2018, Trains News Wire - The Strasburg Rail Road has debuted its newest restoration project, a 12-wheel former Baltimore & Ohio parlor car, after more than two years of restoration work. The car, featuring 24 parlor chairs, is expected to see service on the line's holiday season trains in late November and December.

Named Linn W. Moedinger for the railroad's retiring CEO, Strasburg car No. 118 was originally built by American Car and Foundry in 1911 for the B&O. Although the original number has never been determined, evidence uncovered by the railroad's restoration workers led them to believe the original number may have been 4281.

It later cascaded down in retirement to work train service as X-4111. The car was acquired by the Wanamaker, Kempton & Southern steam excursion line for \$300 in June 1966 and then used as a museum exhibit car named Somerset for the B&O yard it was rescued from in Somerset, Pa. It served over the years as a museum car and then a circus diorama display car, but was later used as storage for company items.

The car was acquired by the Strasburg in June 1990 in unrestored, gutted condition in trade for C&O insulated box car 5504, formerly used by the owners of Canadian Pacific Royal Hudson 4-8-4 No. 2839 and outfitted with shelving, to be used by the Wanamaker for storage and photo freights. Strasburg immediately "cocooned" the B&O car in bright red metal siding with rubber roof, air gaps, and grated air vents, and it sat in the Strasburg's storage lines for fifteen years until restoration began in mid-2015.

Restoration included complete removal and replacement in kind of the deteriorated side frames, replication of stained-glass clerestory windows, rebuilding of the sills and ends, and a new interior with brass light fixtures. In all, the railroad has invested more than 20,000 man-hours and \$700,000 in the restoration.

NOVEMBER, 2018 CHAPTER MEETING MINUTES

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



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

FRA ANNOUNCES AVAILABILITY OF \$272 MILLION FOR 'STATE OF GOOD REPAIR' RAIL PROJECTS



U.S. Department
of Transportation

Federal Railroad
Administration

WASHINGTON, Nov. 15, 2018, FRA Press Release – The U.S. Department of Transportation's Federal Railroad Administration (FRA) issued a Notice of Funding Opportunity (NOFO) today for the Federal-State Partnership for State of Good Repair Program (Partnership Program). The NOFO makes more than \$272 million in grant funding available.

"It is important for rail infrastructure owners and operators to plan for the maintenance and replacement of their assets," said FRA Administrator Ronald L. Batory. "The Department particularly recognizes the opportunity to reduce risk and enhance safety through this grant program."

This \$272,250,000 NOFO will assist in funding capital projects to repair, replace, or rehabilitate publicly-owned railroad assets, and to improve intercity passenger rail performance. Eligible projects include those that

replace existing assets in-kind; replace existing assets with those that increase capacity or provide a higher level of service; and those that ensure existing assets maintain service while being brought into a state of good repair.

Applications for capital projects funding under this solicitation must be submitted via www.Grants.gov and are due no later than 5:00 p.m. EST on Monday, March 18, 2019. Prior to the application deadline, FRA plans to provide Web-based training and technical assistance to answer questions from applicants.

Federal funds awarded under this NOFO must not exceed 80 percent of the total cost of a project. The required 20 percent non-Federal share may be composed of public sector or private sector funding, or both.

In addition, selection preference will be given to projects where Amtrak is not the sole applicant; multiple applicants submit applications jointly; the proposed federal share of total project costs does not exceed 50 percent; non-federal shares consist of funding from multiple sources, including private sources; and applications indicate strong project readiness.

The Department will also consider how well the project aligns with key Departmental priorities, including supporting economic vitality, leveraging federal funding, using innovative approaches to improve safety and expedite project delivery, and holding grant recipients accountable for achieving specific and measurable outcomes.



ON VIA's 40th ANNIVERSARY, 'CANADIAN' STILL SHINES

SIoux LOOKOUT, Ont, Oct. 29, 2018, Trains News Wire - The official beginning of VIA Rail Canada's takeover of passenger service came

40 years ago today, on Oct. 29, 1978, with the departure of the former Canadian National Super Continental from Montreal to Vancouver, British Columbia.

Since then, the company — which also took control of former Canadian Pacific passenger service — has been buffeted by shifting political winds in a country that, like the U.S., lacks a defined passenger rail policy with consistent funding.

VIA's major investment in Bombardier's "Light, Rapid, and Comfortable" (LRC) fleet of the early 1980s is still paying dividends, with a far more robust service between Toronto, Ottawa, Montreal, and Quebec City than its predecessors ever offered. And the company is finally seeking replacement of the rapidly deteriorating LRCs.

Despite the limits to its support, VIA management continues to provide gradually diminishing mobility to the nation's far-flung communities. It does so using legacy equipment it was allowed to keep at its founding or later purchase second-hand and refurbish from Amtrak, which discarded older cars with the arrival of Amfleet, Superliner, and Horizon equipment.

Nowhere is VIA's resourcefulness — and its shortcomings — more on display than on its transcontinental Canadian. Except where tracks to Montreal from Capreol, Ontario, have been torn up, today's train follows the same Toronto-Vancouver route of CN's Super Continental, with passenger cars built as early as 1954 by the Budd Co. for its Canadian Pacific namesake.

That's right: the cars are 24 years older than VIA! Even so, rigorous maintenance and re-manufacturing of the domes, diners, coaches, and sleeping cars mean they seem as spotless and fresh as they must have looked the day they were delivered. All upholstery, paint, and electrical systems have been renewed a couple of times; steam heat pipes removed; retention toilets installed; and section no. 4 in each sleeper has been replaced by a shower; but the cars retain thoughtful design elements like big windows that caused admiration in the 1950s and do so even today.

Sure, except for the stimulus-funded transformation of eight Chateau sleeping cars and four Park dome observation lounges into pricey Prestige Class, cruise-ship-worthy accommodations several years ago, the train may

not be "contemporary" (whatever that means). And VIA's expedient decision, in conjunction with CN track maintenance, to reduce the Canadian's frequency across the prairies east of Edmonton, Alta., and northern Ontario forests to twice per week next summer clearly hurts its relevance. But combined with a first-rate onboard staff, the train soldiers on as a one-of-a-kind tribute to the company's first 40 years.

THIS MONTH'S BANNER PHOTO

CSX Transportation No. 134 leads high priority Train Q136 east through St. Albans, W. Va., on January 23, 2016 - Chase Gunnoe photo.

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
CHRISTMAS" 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**



CHAPTER ACTIVITIES A BIG SUCCESS

The Annual Vendor & Craft Show, held on October 20, was a big success - the Chapter cleared \$1,229.50. Donations totaled \$1281.00 minus \$51.50 for advertising. You may not be aware that this show is a fundraiser for our Chapter. Thank you to

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

Also, thank you to Linda Himpel for requesting and handling the door prizes for the Banquet and thank you to Mark Hoffman for the Banquet program, "Looking Locally." We also thank everyone who helped make the Banquet a success.

CHAPTER SENIORITY LIST

Traditionally, railroads recognize an employee's years of service milestones. The National Railway Historical Society also honors this tradition. At the Annual Chapter Banquet on November 17, 2018, service pins were awarded to the following Chapter Members, who have achieved a significant membership milestone.

50 YEARS

Nelson B. Strubel
William H. Watson

25 YEARS

John P. Bennett
Doris K. Depew
Donetta M. Eberly

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

**Make this a Safe
and Happy Holiday
Season!**



**Always Expect
a Train!**

Brought
to you by



www.oli.org



“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES



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

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

DECEMBER 9, 2018 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER 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 with food, fun and holiday merriment! We have the Santa Claus Seal of Approval!

JANUARY 6, 2019 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS OPEN HOUSE

Open House from 1:00 PM to 5:00 PM. An Open House after the Christmas holiday for a more laid back, leisure day to visit the station.

JANUARY 21, 2019 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - HOLIDAY STATION CLEAN-UP

Clean up the Station from the Christmas Open House and holiday festivities. No program or speaker - just mops and brooms!

FEBRUARY, 2019 - NO CHAPTER MEMBERSHIP MEETING THIS MONTH

MARCH 17, 2019 - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Join us for the first Chapter Membership Meeting in 2019.



Reading Railroad Magazine
December 1956

LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT: TOM SHENK 717-560-1186 TSHENK@NRHS1.ORG
1ST VICE PRESIDENT: HAROLD SHAAK 717-484-4020 HSHAAK@DEJAZZD.COM
2ND VICE PRESIDENT: GLENN KENDIG 610-593-6313 CINDYKENDIG@YAHOO.COM
SECRETARY: DONETTA EBERLY 717-866-5514 SPECKEBERLY@YAHOO.COM
TREASURER: RICHARD RUTLEDGE 717-741-0205 RRUTLEDGE@NRHS1.ORG
EDITOR: ED MAYOVER 302-834-3662 EMAYOVER@NRHS1.ORG
HISTORIAN: TOM McMASTER 717-274-5325 PRRTOM@COMCAST.NET
1ST DIRECTOR: CINDY KENDIG 610-593-6313 CINDYKENDIG@YAHOO.COM
2ND DIRECTOR: STEPHEN HIMPSL 717-285-4283 SHIMPSL@AOL.COM
NATIONAL REP: TOM STECKLER 610-593-2594 THOMAZ@COMCAST.NET
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 CHRISTMAS PARTY
 CHRISTIANA FREIGHT STATION**

10 RAILROAD AVE., CHRISTIANA, PA.

MONDAY, DECEMBER 17, 2018 STARTING AT 7:30 PM

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



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

**PLEASE DELIVER PROMPTLY
 FIRST CLASS MAIL**

FIRST CLASS MAIL

Forwarding and Address Correction Requested

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