

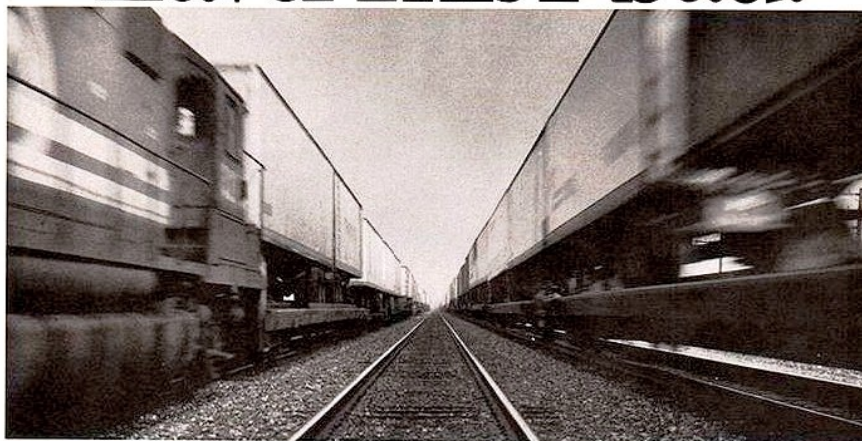
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APRIL 2018

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## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### CEO: AMTRAK WON'T RUN TRAINS ON NON-PTC TRACK

WASHINGTON, Feb. 20, 2018, Railway Age (Edited) - Amtrak won't operate its passenger trains on tracks without Positive Train Control in 2019 if host railroads fail to meet the deadline for installation of the federally-mandated safety technology.

Amtrak Chief Executive Richard Anderson also told a House committee hearing that the carrier won't permit non-PTC compliant equipment on the tracks it owns, mostly on the Northeast Corridor.

His comments came during the House Transportation and Infrastructure Committee hearing Feb. 15 examining the implementation of PTC.

Juan D. Reyes III, chief counsel, Federal Railroad Administration (FRA), Edward Hamberger, president and CEO, Association of American Railroads (AAR), Anderson, Paul Skoutelas, president and CEO, American Public Transportation Association (APTA), John P. Tolman, vice president and national legislative representative, Brotherhood of Locomotive Engineers and Trainmen, and Robert Sumwalt, chairman, National Transportation Safety Board all testified at the hearing.

Rep. Bill Shuster (R-Pa.), chairman of the committee, said, "Throughout the implementation process, railroads have faced a complex set of challenges. One of the biggest issues was the ability to obtain spectrum. Both FRA and [the Government Accountability Office] have published multiple reports articulating the other obstacles faced, such as the integration and field testing of PTC components, the development of PTC technology, issues with availability of suppliers of PTC technology, radio interference, and interoperability issues. Today we are here to see if these issues, among others, still linger for the railroads."

Andersen testified that Amtrak would have PTC installed on all tracks and equipment it owns by December 2018. But Amtrak is facing non-compliance issues on two fronts. Anderson said it is doubtful that Amtrak will operate trains along routes where delays in PTC implementation occur with host railroads. The other side of the issue is that Amtrak will not permit non-compliant equipment on its railroad after the deadline, which could present problems along the Northeast Corridor. Andersen said Amtrak is working with the FRA and those railroads that may be affected to determine a path forward.

Reyes said railroads had communicated a number of challenges to FRA regarding PTC implementation including a limited number of PTC system vendors and suppliers, lengthy time to negotiate contracts with those vendors and suppliers, hardware and software technical reliability issues, delays in testing interoperability and lack of progress by tenant railroads on equipping locomotives with PTC.

Hamberger said that all Class 1 railroads will meet or exceed the statutory requirement with 56 percent of all route miles required to have PTC in operation by the end of 2017. He explained that number is expected to increase to more than 80 percent of all PTC required network miles to be in operation by the end of 2018.

### AMTRAK ASKS FOR \$1.7 BILLION IN BUDGET REQUEST

WASHINGTON, Feb. 23, 2018, *Trains* News Wire - Ignoring a Trump Administration budget blueprint which would drastically slash Amtrak funding, the national passenger carrier has issued an appropriation request for fiscal 2019 of \$1.7 billion.

The Amtrak request generally mirrors what Congress authorized Amtrak to receive in 2015's Fixing America's Surface Transportation (FAST) Act. The Trump budget would cut Amtrak funding by almost two-thirds, from \$1.5 billion to \$538 million.

The Fiscal Year 2019 General and Legislative Annual Report to Congress also laid out its projected request for future years, which projects Amtrak's needs to grow to \$2.1 billion by fiscal 2023.

Beginning with the latest authorization, Amtrak is required to separate funding needs between Northeast Corridor and National Network accounts. The "Advance Appropriation Request" calls for the Northeast Corridor category to increase from \$543 million in fiscal 2019 to \$966 million in 2023. The National Network requirements (including both long-distance and state-supported regional trains) are to drop slightly, from \$1.157 million to \$1.134 million, during the same period.

Amtrak's annual requests have routinely led to the carrier receiving lower levels of funding than requested from federal appropriators trying to find funding from the discretionary general spending accounts. In fact, the passenger railroad is currently operating on continuing resolution funds based on the fiscal 2017 allocation because lawmakers haven't been able to agree on a 2018 figure, even though the current fiscal year (ending Sept. 30) is almost half over. Meanwhile, annual highway and transit spending hovers in the \$45 billion range.

Beginning with President Ronald Reagan, past budgets have periodically proposed "zeroing out" or drastically cutting Amtrak funding based on the assumption that it should make a profit. Congressional appropriators and Amtrak management have usually hammered out final numbers without executive branch input, other than that made through Federal Railroad Administration overseers.

What's different about this legislative request is that Amtrak is not only suggesting an extensive "wish list" of capital improvement needs (such as \$6.272 billion for new Hudson River tunnels), but also changes to existing statutes that will improve Amtrak's cost recovery and operations.

### NTSB RELEASES PRELIMINARY REPORT ON AMTRAK-CSX ACCIDENT

WASHINGTON, Mar. 1, 2018, Railway Track & Structures - The National Transportation Safety Board (NTSB) released the preliminary report into the Feb. 4, 2018 collision between an Amtrak and CSX train on CSX's Columbia Subdivision in Cayce, S.C.

Two Amtrak crewmembers were killed in the accident and NTSB says at least 92 passengers and crewmembers were transported to medical facilities. The agency estimates \$25 million in damage was done in the accident.

NTSB explains that the day before the accident CSX signal personnel suspended use of a traffic control system for train operation in order to install updated traffic control system components for implementing positive train control on the subdivision. Dispatchers were to use track warrants during the suspension, which was scheduled to last through Feb. 4. The Amtrak train was operating on a track warrant when it diverted from the main track through a hand-thrown switch into a siding and collided head-on with the stationary CSX train.

NTSB investigators inspected the track structure, signal system and mechanical equipment; collected and are examining records for operations, signal systems, mechanical equipment and track and engineering; and interviewed train crewmembers, train dispatchers and other personnel from CSX and Amtrak.



The undamaged event data recorder from the destroyed Amtrak locomotive was recovered, as was the forward-facing video recorder hard drive. Other investigative efforts included the download of information from the forward-facing video recorder and the extraction of the event recorder from the CSX lead locomotive.

In response to this accident, on Feb. 13, 2018, the NTSB issued an urgent recommendation requesting that the Federal Railroad Administration issue an emergency order providing instructions for railroads to follow when signal suspensions are in effect and a switch has been reported relined for a main track.

#### STORM DISRUPTIONS HALT AMTRAK, HAMPER COMMUTER LINES

WASHINGTON, Mar. 8, 2018, *Trains* News Wire (Edited) - Amtrak halted Northeast Corridor service until at least 10 a.m. (EST) on March 8 as a result of an intense winter storm that began disrupting service on Wednesday, March 7, and cancellations continued throughout the day.

Thursday cancellations planned as of Wednesday evening included 10 Northeast Regional trains, 18 Acela Express trains, 10 New York-Philadelphia-Harrisburg, Pa., Keystone Service trains, and eight New York-Albany Empire Service trains

"We are evaluating conditions and making damage repairs along the Northeast Corridor," Amtrak said in a statement at 10 p.m. Wednesday. "High winds and downed trees have caused multiple issues and our crews are diligently working to restore service."

Among commuter services in the Northeast:

— NJ Transit operated its Northeast Corridor service on a regular weekday schedule, but trains were subject to delays up to 20 minutes, and three stations (Hamilton, Princeton Junction, and Jersey Avenue) were bypassed because of overhead wire problems.

— Metro-North operated on a reduced schedule on its Hudson, Harlem, Waterbury, Peacock Valley and New Haven lines, with service suspended on the New Canaan, Danbury and Port Jervis lines.

— Massachusetts Bay Transportation Authority commuter trains were operating, but on some lines were up to 100 minutes late because of downed trees and other operating issues.

— SEPTA - All Regional Rail Trains operated on a Regular Weekday Schedule Thursday, March 8, 2018; however, customers were advised to check System Status or TrainView for real-time service information throughout the day. [SEPTA website]

#### PENN STATION WORK PROGRESSING TO MAY COMPLETION DATE

NEW YORK CITY, Mar. 12, 2018, *Trains* News Wire - Penn Station's current repair round is on track to wrap up by the end of the May, Amtrak Vice President and Chief Operating Officer Scot Naparstek tells news media in a recent news conference.

In contrast to the 2017 "summer of hell" that included all-day, all-night, and weeks-long reconstruction underneath New York Penn Station, Naparstek says that this year, the majority of the renewal work is occurring on weekends, with minor modifications to Amtrak and commuter train weekday operations at the station. Work continues on pace to meet a completion goal of May 28.

Workers completed their tasks on Track 15 on Feb. 23, three days ahead of schedule. The tasks included tie removal, full concrete roadbed demolition and replacement the third rail, which Long Island Rail Road trains use. The next task has started, the replacement of turnout No. 641 by "C" interlocking. It is located at the east end of the station, which directs Amtrak, Long Island Rail Road, and NJ Transit. Work on the interlocking is expected to be complete by March 19.

Amtrak engineering crews are expected to begin work on Track 18 on March 23, which requires specific concrete demolition with complex steel

hardware replacement and rail renewal.

Naparstek says that advance planning by the three operators should mitigate untoward delays and morning and evening rush hour train on time dependability were extremely sensitive in this planning process.

#### AMTRAK SAYS CHANGES AHEAD ON NYC ROUTE

SCHENECTADY, Mar. 10, 2018, Albany, NY *Times Union* - Amtrak is preparing for a shift of its upstate trains back to Grand Central Terminal this summer.

At the Empire State Passengers Association's 38th annual membership meeting Saturday in Schenectady, Kevin Chittenden, Amtrak's Empire District general superintendent, said the plan is to close the double-track Empire Connector that runs from the Metro-North commuter railroad mainline at Spuyten Duyvil to Penn Station for rehabilitation work for three months this summer.

The work will divert all upstate trains to Grand Central.

"The Spuyten Duyvil Bridge was flooded after Sandy and suffered significant damage on the base of the bridge that needs to be repaired," Chittenden told the audience of about 100. "While the bridge is being repaired we're going to take advantage of other work that needs to be done on the Empire Connector."

That work includes track and tunnel repairs to the Empire Connector, much of which has not seen improvements done since the 1980s and 1990s, Chittenden said. However, he said he could not yet comment on changes to train schedules.

Engineers and conductors are also being trained to travel the Metro North line into Grand Central.

Amtrak also is looking for spare FL-9 locomotives to lease or borrow because they have a door on the front through which an engineer could escape from if necessary. Two of the four tracks into Grand Central are in their own tunnels with not enough clearance to open the side door of the current locomotive fleet.

Another alternative is a cab car, where controls for the engineer would be in a cab at the front of a passenger coach, much like the motorman's cab in a subway train. The locomotive would be at the back of the train.

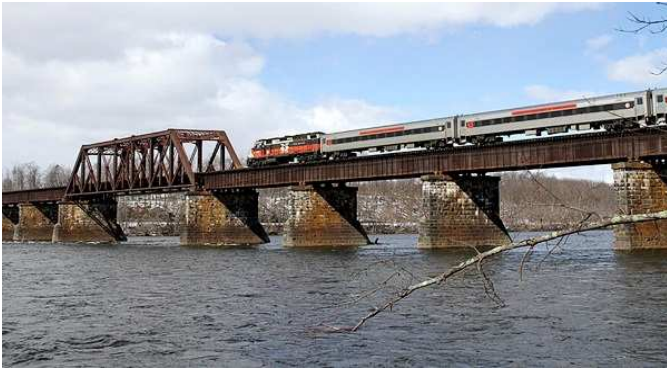


#### TEST TRAINS RUN ON FUTURE CONNECTICUT COMMUTER ROUTE

HARTFORD, Conn., Mar. 12, 2018, *Trains* News Wire - Connecticut Department of Transportation's "CTrail Hartford Line" commuter service took a big step forward in early March, operating its first crew familiarization train over the length of the 62-mile route between New Haven and Springfield, Mass. Contract provider TransitAmerica Services, along with line owner Amtrak, will begin running 34 daily trains over the line Monday through Friday in May.

The familiarization train consisted of a GP40-2H and three Mafersa-built push-pull coaches that are normally assigned to the agency's Shore Line East commuter service between New London and Stamford, Conn. To staff the Hartford Line trains, Transit America has hired locomotive engineers and conductors from area freight railroads. "Many are already familiar with the territory," according to Richard W. Andreski, chief of Connecticut's Bureau of Public Transportation. The special train (referred to on railroad radio as "test train" by dispatchers for Amtrak, which owns and operates the route) gave the new crews opportunities to make stops at each of the line's nine stations, although no passengers boarded or detrained.

The new Hartford Line trains will share the mostly double-tracked route with Amtrak's own Springfield-New Haven shuttle trains, as well as the Vermonters and a daily Northeast Regional round trip between Springfield and Washington, D.C. There will be 17 daily New Haven-Hartford CTrail



**CONNECTICUT DEPARTMENT OF TRANSPORTATION "HARTFORD LINE" TEST TRAIN, WITH GP40-2H No. 6696 AND MAFERSA COACHES, CROSSES THE CONNECTICUT RIVER BRIDGE, AT ENFIELD, CONN., ON MARCH 10, 2018 - PHOTO BY SCOTT A. HARTLEY**

round trips. Twelve of those trains will continue 26 miles farther north to Springfield and return. Hartford Line trains will be leased Massachusetts Bay Transportation Authority Messerschmitt-Bolkow-Blohm (MBB) coaches powered by GP40-2H units being rebuilt by National Rail Equipment in Mount Vernon, Ill. An as-yet unveiled re-branding of the agency's image will replace paint schemes reminiscent of those used by the New Haven Railroad.

According to Andreski, the state and Amtrak are close to having a ticketing agreement for trains operating on the Hartford Line. Fares for both railroads' services will be the same, and tickets will be honored on all trains. Except for the Vermonter, it will be "Any ticket, any train, any time," he says. In the future, CTrail ticket machines will enable a passenger to simultaneously purchase two tickets to allow passage between Hartford Line and MTA Metro-North railroad stations.

A tentative train schedule and a list of fares can be found at [www.hartfordline.com](http://www.hartfordline.com).



#### **CSX TARGETS 60 PERCENT OPERATING RATIO BY 2020**

NEW YORK CITY, Mar. 1, 2018, Progressive Railroading & CSX Corp. - CSX will aim for a 60 percent operating ratio by 2020 and revenue growth at a compound annual rate of 4 percent by 2019-20, the company announced today at its annual investor and analyst conference in New York City.

At the conference, CSX officials were expected to outline plans to build on the scheduled railroading model, increase efficiency, control costs and grow the business.

Since the company implemented the scheduled railroading model a year ago, it has "taken significant strides to streamline the organization and to make CSX more competitive," CSX officials said in a press release.

Over the past year:

- New executive leadership began with a mandate to centralize planning and decentralize execution to eliminate bureaucracy, facilitate decision-making and enhance process improvement.
- Disparate regional operating cultures evolved into a single CSX culture, driven by a flatter and more streamlined reporting structure. Nine operating divisions were converted into four operating regions. Also, the consolidation of nine dispatching offices into a central location has begun.
- The number of hump yards were cut from 12 to four (Avon, Cincinnati, Selkirk and Waycross) to reduce freight handlings and transit times.
- The network design was altered to create a more balanced train plan focused on long haul, higher density lanes with faster transit times and fewer delays.
- The company produced six consecutive months of performance

improvement, hitting record levels for dwell and velocity in 2018.

"While our scheduled operating model has already produced significant operational and financial benefits, substantial opportunities exist to further optimize the network, leverage excess capital, create savings and grow our franchise," said President and Chief Executive Officer James Foote.

In addition to the operating ratio and revenue growth targets, the Class I is aiming for average annual capital expenditures of \$1.6 billion through 2020; cumulative free cash flow of \$8.5 billion from 2018 to 2020; and a share repurchase of \$5 billion to be completed by first-quarter 2019.

"Today marks the beginning of a new chapter for CSX, and we're confident we have the right plan and the right team in place to achieve our goal of becoming the best railroad in North America," said Foote. "The foundation of scheduled railroading has been set, and we expect to identify real growth opportunities that will benefit shareholders as our changes take hold."

#### **CSX TRAIN DERAILS, FOUR CARS FALL INTO SUSQUEHANNA RIVER AMID WIND STORM**

PERRYVILLE, MD, Mar. 4, 2018, The Baltimore Sun - A CSX train derailed on a bridge over the Susquehanna River on Friday night, March 2, causing four empty rail cars to fall into the water below.

The southbound freight train headed to Richmond, Va., derailed between Cecil and Harford counties at about 8 p.m. Friday, CSX officials said in a statement. No injuries were reported, no hazardous materials were involved and there appears to be no environmental impact, officials said.



**TANKER IN PERRYVILLE - A TANKER THAT PLUMMETED OFF THE CSX TRAIN TRACKS OVER THE SUSQUEHANNA RIVER SITS ON THE SHORE IN PERRYVILLE, ABOUT A HALF MILE FROM WHERE IT FIRST HIT THE WATER FRIDAY NIGHT AMID A WIND STORM. CREWS PULLED TRAIN CARS FROM THE RIVER SATURDAY. THE HATEM BRIDGE IS IN THE BACKGROUND. (MATT BUTTON / BALTIMORE SUN MEDIA GROUP)**

Officials said the cause of the derailment remains under investigation, and could not say whether Friday's strong winds caused the empty rail cars to come off the tracks.

The railroad is working with federal, state and local public safety officials to remove the rail cars from the river. Two cars had been removed by Saturday afternoon, but crews were working to get the other two out of the river as of noon Sunday, according to a CSX statement.



**CREWS WORK TO SECURE A COVERED HOPPER CAR THAT FELL FROM THE CSX RAILROAD'S SUSQUEHANNA RIVER BRIDGE DURING FRIDAY NIGHT'S HIGH WINDS AND FLOATED DOWNSTREAM NEAR THE ROUTE 40 HATEM BRIDGE SATURDAY MORNING. ORIGINAL CREDIT: BSMG, TOM SALVATORE - THE ROUTE 40 HATEM BRIDGE IS IN THE FOREGROUND WHILE THE AMTRAK BRIDGE IS IN THE BACKGROUND.**

"The safety of the community and everyone on site is our top priority. CSX appreciates the patience of our neighbors in Perryville as we work as quickly as possible to fully remove the rail cars from this area," the statement said.

Jay Apperson, a spokesman for the Maryland Department of the Environment, said a state crew was on the scene for about 15 hours

to determine whether there was any risk to environment. Three of the cars were empty and one had some fertilizer residue in it, he said. Apperson said investigators "determined no environmental impact."



Two cars had overturned on the train bridge, visible to residents in the area, according to Dan Lee, who lives downriver in Perryville. According to the Sunday statement from CSX, those two cars had been moved and the tracks were repaired “so that train service can be restored.”

Lee, whose family owns MacGregor’s Restaurant across the water in Havre de Grace, said he and his wife “heard the bang” when the cars plummeted to the water Friday night.

One of the tankers floated to a dock behind his house, located about a half mile from the bridge on the Perryville waterfront.

The cause of the derailment was still being investigated Sunday, according to the CSX statement.

The Susquehanna River valley acted like a wind tunnel at times during the storm on Friday.

The Maryland Transportation Authority closed the I-95 Tydings Bridge and the Hatem Bridge, as well as other toll bridges around the region, Friday because of high winds — a tree also fell on the Hatem Bridge.

Two trucks overturned atop the Tydings Bridge on Friday afternoon.

The closures caused massive traffic snarls on both sides of the Susquehanna as drivers sought alternate routes to get across, such as the Conowingo Dam.

The highways have since reopened, but downed limbs and wires have caused ongoing issues along roads in the area.



#### WIND GUSTS BLOW TRAIN OFF TRACKS IN LOWER OXFORD

LOWER OXFORD, PA, Mar. 3, 2018, West Chester Daily Local News & *Trains* News Wire - The wind from Friday’s (March 2) nor’easter storm was so severe that it blew a train off the tracks just south of Lincoln University.

East Penn Railroad President and CEO Al Sauer said the gust took down two cars, and they in turn dragged a locomotive with them. The rest of the cars remained upright.



**OBSERVERS CHECK OUT AN OVERTURNED RAILROAD CAR OF AN EAST PENN TRAIN FROM THE ADJACENT FIELD IN LOWER OXFORD. THE TRAIN WAS BLOWN OVER BY THE WIND ON FRIDAY AFTERNOON. CHRIS BARBER — DIGITAL FIRST MEDIA**

happen,” Sauer said.

He added that the train was loaded with cargo and was traveling westward.

A traffic control officer at the scene on Saturday said the train was carrying piping material headed for construction of a natural gas line in southern Lancaster. And, indeed, several cars loaded with what appeared to be the piping material were visible from the roadway nearby.

The East Penn trains, based in Kennett Square, are often spoken of as the conveyers of cooking oil for Herr Foods in Nottingham.

On Saturday, the cleanup was underway. It appeared to present a difficult challenge.

Sauer said the first thing they did was send a locomotive from Kennett Square south to the scene of the accident to retrieve the cars that were still on the track at the north end of the train ahead of the ones that had flipped. The ones at the south end (nearer Oxford) could not be accessed.

The incident took place just past Wilson Mill Road in the afternoon beside a wide open field. There were two people on the train, the engineer and the conductor; they were not injured.

“We’ve never had anything like this

The next task was to remove the upended cars. On the morning after, those cars sat with their bellies exposed like beached whales, facing the morning sun.

Sauer said there are specialized contractors that are equipped to move large loads like railroad cars. They were already contacted on Saturday.

Another challenge was getting to the train with heavy equipment. The farm field adjacent to the wreck abuts the road, but is quite soggy with a muddy ditch.

The workers had to create a temporary bridge out of what appeared to be railroad ties laid horizontally so the trucks and tractors could travel onward without getting stuck in the mud.

Traffic was not rerouted along Wilson Mill Road at the scene, but there were some long waits for drivers as the heavy equipment put the mud-crossing ties in place.

Sauer was not sure when the tracks would be open to Oxford area again. He said it would probably be a few days.

Although folks were speculating about how the accident happened, Sauer said it was clearly a gust of wind, and he had heard that several other incidents (one at the nearby Susquehanna River) had suffered the same fate due to the wind.

“Our track is just fine,” he said.

Reports on the severity of the storm placed the gusts at 60 and 70 miles per hour.



#### TRAIN HITS TRACTOR-TRAILER CARRYING HYDROCHLORIC ACID

CENTERVILLE BOROUGH, PA - Mar. 6, 2018, Pittsburgh Post-Gazette (Edited) - A tanker truck carrying hydrochloric acid was hit by a train Tuesday at a crossing in Washington County that has seen at least three collisions in the last eight years.

One person was airlifted to the hospital after Tuesday’s crash, which was reported at 10:38 a.m. at the intersection of State Route 88 and Maple Glenn Road in Centerville Borough.

A hazardous materials team responded because the tractor-trailer was hauling 44,600 pounds of hydrochloric acid which was released during the crash. About 15 homes were evacuated and nearby roads were closed while authorities dealt with the toxic chemical.



**AFTERMATH OF CRASH IN CENTERVILLE BOROUGH, PA. DARRELL SAPP, POST-GAZETTE**

The tanker truck pulled in front of a southbound train and was hit in the railroad crossing, which was marked by signs, said Jonathan Glass, spokesman for Norfolk Southern. The train, which consisted of three locomotives and 102 empty coal hopper cars, was operated by a two-person Norfolk Southern crew.

Both the engineer and the conductor were taken to a local hospital for evaluation, Mr. Glass said. The train was traveling from Newell to a coal mine in Claysville.

Trains have collided with vehicles at that crossing at least five times in the last 28 years, according to records kept by the Federal Railroad Association.

Most recently, in 2014, a tractor-trailer hauling water from hydraulic

fracturing natural gas drilling stalled on the tracks and was hit by a train moments after the driver jumped out to safety.

In January 2010, a pickup truck tried to cross in front of a train and was struck; in April 2010 a tractor-trailer turned left onto Maple Glenn Road from State Route 88 in front of a train and was hit; in 2003 a truck was struck as it crossed and in 1990 a truck was hit after it stopped on the tracks, according to federal records. Two drivers were injured in those crashes; no one was killed.

A different crossing about a half-mile up the tracks shows similar numbers, according to federal records, with five crashes reported between 2002 and 2009.

Hydrochloric acid is corrosive to eyes, skin and mucous membranes, according to the Environmental Protection Agency. If inhaled, it can cause burns to the esophagus and stomach, and can cause coughing, chest pain and inflammation.

The acid is often used to produce cleaning products, according to the EPA.

#### NORFOLK SOUTHERN TO INCREASE SPEED OF TRAINS ON READING LINE

NORFOLK, Va., Mar. 7, 2018, WFMZ 69 News - Norfolk Southern trains will soon be picking up speed through parts of Berks and Lehigh counties.

The company announced Wednesday that trains will increase their speeds along nearly 30 miles of its Reading Line.

The speed increase, which will take effect March 14, will include 36 public highway-rail grade crossings on the line from Muhlenberg Township to Allentown.

Train speed will increase from 50 miles per hour to 60 miles per hour at all but three of the crossings, where the speed will go from 45 miles per hour to 60 miles per hour.

The goal of the increase, officials said, is to enhance the efficiency of rail operations in Pennsylvania while improving the flow of vehicular traffic at the crossings.

Norfolk Southern said it has adjusted the warning devices at the crossings to properly activate when the faster trains approach. Those changes, officials said, involved installing new digital track circuitry to activate the signals.

The following crossings are changing from 50 miles per hour to 60 miles per hour:

Muhlenberg Township: Tuckerton Road

Blandon: Main Street, Wesner Road, Guldin Road, and Hill Road

Richmond Township: Keller Road

Fleetwood: Walnuttown Road, Richmond Street, Franklin Street, and Willow Street

Lyons: Deka Road, Kemp Street, Main Street, Bowers Road, and Kohler Road

Topton: Home Avenue, Main Street, Haas Street, Park Avenue, and Chestnut Street

Shamrock Station: Kennedy Avenue

Alburtis: Schlossburg Street, Smith Lane, Penn Avenue, Main Street, and Church Street

Macungie: Schoeneck Road, Gehman Road, and Main Street

Emmaus: Seventh Street, Sixth Street, Third Street, and Second Street

The following crossings are changing from 45 miles per hour to 60 miles per hour:

Emmaus: Kline's Lane and Harrison Street

Allentown: 12th and Vultee streets



#### AMTRAK COULD BLOCK NJ TRANSIT FROM NORTHEAST CORRIDOR BECAUSE OF PTC

NEWARK, N.J., Feb. 22, 2018, *Trains* News Wire - Amtrak CEO Richard Anderson's vow last week that the passenger railroad would stop operating on routes without positive train control (PTC) isn't the only potential service disruption posed by the Dec. 31 deadline for installation of the safety system. NJ Transit trains could be blocked from using Amtrak's Northeast Corridor between Trenton, N.J., and New York's Penn Station if they are not PTC-equipped.

In his testimony before Congress, Anderson also said Amtrak "cannot permit non-compliant equipment on our railroad after the deadline." As recently reported on *Trains* News Wire, NJ Transit is making little headway on its PTC installation. The transit agency still believes it can make the deadline, Federal Railroad Administration Chief Counsel Juan Reyes told the same hearing, according to northjersey.com.

NJ Transit currently has 195 weekday trains using Amtrak's Northeast Corridor to travel to or from New York Penn Station.

#### NJ TRANSIT BUDGET INCREASE SHOULD AVOID FARE HIKES, GOVERNOR SAYS

Newark N.J., Mar. 15, 2018, *Trains* News Wire - New Jersey Gov. Phil Murphy is now only the second sitting governor to address a meeting of NJ Transit's board of directors. He had good news to deliver on Wednesday: He wants to add taxpayers dollars to the beleaguered agency's budget, to the tune of \$242 million.

"I did not come here today to browbeat or complain," Murphy said. "Let's fix the system and get it right."

The governor then told the board members that a planned fare hike for 2019 was "off the table."

Murphy said the tripling of the NJ Transit budget to \$242 million would be used not only to ensure better rail and bus operation and hire adequate staff to insure that the second largest commuter carrier in the United States became a model.

Problems, ranging from the lack of adequate operations management and compliance to a 36-percent fare hike during the last eight years would become history, the governor said.

"There are ways to do things smarter," Murphy said.

The fiscal year 2019 allotment would partially depend on increasing the tax rate for residents earning \$1,000,000 or more, and increasing the state gasoline sales tax about a third of a percent on each gallon.

It was also the debut of NJ Transit Executive Director Kevin Corbett, who was appointed in February. Previously a vice president at engineering firm AECOM, he was involved with the Penn Station and Moynihan Station projects in New York City. Most importantly, he has been a commuter on NJ Transit who is aware of public sentiment about commuting and wants to change it for the better.

On Jan. 6, 46 commuter rail cars were out-of-service. Only six were out-of-service as of Feb. 27. From a low of 777 rail cars available for service in January, the end of February saw 911 cars available to ensure proper weekday consists for the 128 train sets needed. During the last recent few winter storms in New Jersey, hundreds of trees were removed from railroad rights-of-way in the middle of the night to ensure commuters were able to ride their trains into work in the morning.

Besides equipment repair and operation, 12 trainmasters and additional compliance personnel will be hired, among other job categories to insure proper operation and communication with ridership. As announced last month, 20 cars from Maryland MARC will arrive to bolster capacity as NJ Transit cab cars are taken offline for positive train control work.



**BATORY TO FOCUS ON  
SAFETY 'WITH UNRELENTING  
VIGOR'**

WASHINGTON, Mar. 1, 2018, *Trains* News Wire - There's little doubt that safety is on Ron Batory's mind.

Within minutes of being sworn in Feb. 28, as the newest Federal Railroad Administration Administrator Batory told a small crowd in the Department of Transportation offices that his top priority will be the pursuit of safety "with unrelenting vigor."

"Increasing public awareness of rail safety will be a consistent priority of mine at FRA," Batory says. "Rail safety is first and foremost. Its practice is non-compromising and non-negotiable ... it is the keystone of the railroad industry. Railroad is not unsafe, yet you can never assume. One mistake can be your last."

As his first official act, Batory introduced a new effort to raise public awareness of grade crossing safety. The \$4.3 million campaign, sponsored by the FRA and National Highway Traffic Safety Administration, will use the slogan "Stop. Trains Can't."

President Donald Trump nominated Batory in July 2017. The U.S. Senate Committee on Commerce, Science, and Transportation off on his nomination in August, but the transportation department and the railroad industry had to wait eight months for confirmation by the full Senate.

Senators representing New York and New Jersey blocked Batory's confirmation as leverage to secure a commitment from the Trump administration on Amtrak's Gateway projects on the Hudson River. On Feb. 13, the group, led by Senate Minority Leader Chuck Schumer, D-N.Y. relented, and the Senate confirmed Batory by unanimous consent.

In the interim, Batory served in the secretary's office as a special advisor on railroads. Sources inside FRA say Batory was engaged with the agency's business from the start, even though he had no formal authority.

Batory said that on his watch, safety will be closely linked to technological innovation.

"Transformative technologies await us," he says. But any steps forward will be driven by "fact-based, data-driven analysis and decision making."

The FRA "will continue with renewed urgency in seeking ways to foster and encourage the railroad's use of technology to bring about continued safety improvements," he says.



**'STOP. TRAINS CAN'T.' CAMPAIGN SENDS  
STRONG MESSAGE TO MOTORISTS AT  
RAILROAD CROSSINGS**

WASHINGTON, Mar. 2, 2018, Posted by the Federal Railroad Administration - About every three hours, a person or vehicle is hit by a train.

Last year, 232 people were fatally injured in rail crossing accidents.

Stop. Trains Can't .

That's the message of the U.S. Department of Transportation's (DOT) heightened two-year effort to reduce accidents and fatalities at railroad crossings. The National Highway Traffic Safety Administration (NHTSA) and the Federal Railroad Administration (FRA) have partnered in this nationwide, month-long effort to encourage motorists, particularly young males, to use caution when approaching railroad crossings.

The safety ad targets males aged 18 to 49 years and is running in the following states: California, Illinois, Texas, Louisiana, Indiana, Ohio, Florida, Georgia, Missouri, New York, North Carolina, South Carolina, Kentucky, Alabama, Pennsylvania, Tennessee, Mississippi, New Jersey, Arkansas and Arizona. These states have the nation's 15 most dangerous crossings, and they're where 75 percent of the crossing accidents occurred in 2015. Although the ad targets male motorists, the message is important for all motorists, and pedestrians.

While railroad crossing fatalities are an old problem, they're easily avoidable. Remember: Trains cannot swerve, stop quickly or change directions to avert collisions, so YOU must stop at crossings and proceed cautiously. By law, trains have the right of way. Consider, too, that a freight train traveling at 55 miles per hour takes a mile to stop once the emergency brakes are applied. That's the length of 18 football fields, or more!

Other helpful tips:

- . Slow down, look both ways and listen
- . Do not enter the crossing unless you are sure you can make it completely across
- . Never race a train
- . Never stop on tracks



**PRR, PRSL & LIRR EVENTS IN APRIL**

*Apr. 15, 1904* - West Philadelphia Elevated ("High Line") opens as a separate route for freight trains through the West Philadelphia terminal area between "ZOO" and "ARSENAL"; structure not fully completed until end of year.

*Apr. 14, 1909* - PRR signs new Pullman contract stipulating assignment of steel cars into Penn Station - New York.

*Apr. 22, 1914* - PRR Board authorizes removing lower deck cabins of one New York ferryboat for increased vehicle capacity; authorizes converting one P70 coach to experimental lunch counter car.

*Apr. 1, 1919* - Cumberland Valley Railroad merged into PRR under agreement dated Jan. 22, 1919.

*Apr. 14, 1924* - President Rea advises Committee on Philadelphia Improvements that PRT (Philadelphia Rapid Transit) has advised him it cannot handle all PRR rush-hour traffic between West Philadelphia and Center City; PRR must build underground station near 15th Street for suburban trains, widening Filbert Street into "Pennsylvania Boulevard."

*Apr. 28, 1929* - New Lancaster station opens on cutoff; old downtown station and track abandoned; "CORK" Tower placed in service.

*Apr. 23, 1934* - LIRR installs "Historical Map Showing Years in which Lines of the Long Island Rail Road Were Built" in the LIRR Waiting Room of Penn Station; has lights in six colors and illustrations of local landmarks and tourist attractions.

*Apr. 23, 1939* - PRR runs excursion for the American Society of Newspaper Editors from Washington to the New York World's Fair; is first train from the PRR to run direct to the station at the fairgrounds.

*Apr. 26, 1944* - PRR makes blanket donation of \$2,500 to Salvation Army of Philadelphia as recompense for their providing free food, coffee and first aid during the 1943 *Congressional* wreck and Broad Street Station fire.

*Apr. 1, 1949* - PRSL Executive Committee authorizes the retirement of the oyster houses and dock at Maurice River; New Jersey.

*Apr. 28, 1954* - PRR Board authorizes rearranging the ticket sales area at 30th Street Station, Philadelphia.

*Apr. 26, 1959* - *The St. Louisian* No. 33 discontinued westbound and replaced by *The Juniata* between New York and Pittsburgh; last trip of remaining leg of former Blue Grass Special between Louisville and Indianapolis.

*Apr. 21, 1964* - PRR announces a first quarter profit of \$3.2 million, the first since 1957.

*Apr. 2, 1967* - Modified U.S. DOT test cars reach 156.2 MPH on an after-midnight run between "COUNTY" and "MILLHAM" with all other traffic



stopped and the catenary voltage raised to 13,000 volts; this meets the 155 MPH contract specification and allows the Budd Company to be paid and for testing to begin on the "Metroliners."

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

**BALTIMORE - WASHINGTON**  
LOCAL SERVICE

**ConRail**

MONDAYS THRU FRIDAYS (EXCEPT HOLIDAYS)

Head Down			Head Up	
405	407		414	400
6:20 AM	7:05 AM	Baltimore, Md. .... Ar	6:24 PM	6:57 PM
6:25	7:12	Frederick Road .....	6:31	6:40
6:30	7:20	Washington .....	6:38	6:38
6:40	7:34	Oxon Hill .....	6:58	6:31
6:50	7:42	Jencks Park .....	7:02	6:31
7:00	7:47	Shawcross .....	7:08	6:31
7:10	7:58	Landon .....	7:15	6:31
7:15	8:00	Landon .....	7:22	6:31
7:20	8:00	Ar Washington, D.C. 1st	7:35	6:35
7:30 AM			7:40 PM	

f - Stops only on signal.  
Holidays: New Year's, Memorial, Independence, Labor, Veterans, Thanksgiving, Christmas Days.

Responsibility: The User. Conrail cannot assume responsibility for damage to property or personal injury resulting from riding on these trains, unless it can be shown that the damage or injury was caused by negligence of Conrail or its employees. The schedule shown is for information only and is subject to change without notice.

April 1, 1976 Form 11

**TIMETABLE 04-18**

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

\*\*\*

Sunday, April 1, 2018

Happy Easter!

Saturday, April 7, 2017

Delaware Train Show, Nur Shrine Center, 198 S. DuPont Highway, New Castle, DE 19720. Info: [www.toyshow.org](http://www.toyshow.org)

Saturday, April 14, 2018

Philadelphia Chapter, PRRT&HS meeting at the Drexel Hill Methodist Church, 600 Burmont Road, Drexel Hill, Pa. Program by Frank Tatnall "A Century of Catenary." Info: [www.philaprths.com](http://www.philaprths.com)

Wednesday, April 18, 2018

Open House at the National Toy Train Museum, 300 Paradise Lane, Ronks, PA. 10:00 AM to 5:00 PM.

Thursday-Saturday, April 19-21, 2018

Eastern Division TCA York Train Meet, York Expo Center, 334 Carlisle Ave, York, PA 17404. Info: [www.yorktrainshow.com/york-train-meet/](http://www.yorktrainshow.com/york-train-meet/)

Saturday, May 5, 2018

Oneida Flyer - see Less Than Carload Shipments in this issue.

Wednesday-Saturday, May 9-12, 2018

PRRT&HS 50<sup>th</sup> Annual Meeting at the Blair County Convention Center in Altoona, Pa. with an "optional" train trip leaving from 30<sup>th</sup> street station Phila. to Altoona on Wednesday, May 9 and returning on Sunday, May 13, including a trip around Horseshoe curve. Fare: \$1000 per person. Info: <http://www.prrths.com/conventions/Annual%20Meeting%20Hotels.pdf>

Saturday, May 12, 2018

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

Friday-Sunday, May 18-20, 2018

Spring Weekend, Steam Engine Hill, Williams Grove Rd., Williams Grove, PA 17055. Info: <http://wghsea.org>

Saturday, May 19, 2018

Cherry Valley Model RR Rail Expo All Scale Train Show, Grace Episcopal Church, 7 E. Maple Ave., Merchantville, NJ 08109. Info: John P. Dunn Sr., 609-432-2871 or [jdunn8888@comcast.net](mailto:jdunn8888@comcast.net)

Wednesday, May 30-Sunday, June 3, 2018

NRHS Spring Conference Advisory Council and Board of Directors' Meetings, St. Louis, MO. Info: [www.nrhs.com](http://www.nrhs.com)

Saturday-Sunday, June 2-3, 2018

2018 Transportation History Exposition, Radisson Lackawanna Station Hotel, 700 Lackawanna Ave., Scranton, PA 18503. Sponsored by Key Lock & Lantern, events include history displays, Saturday railroadiana show, banquet, lectures, and train excursion. Info: [www.klnl.org](http://www.klnl.org)

Monday-Saturday, June 18-23, 2018

Big Train Operator Club 40<sup>th</sup> Anniversary Convention, Bird-In-Hand Family Inn, 2740 Old Philadelphia Pike, Bird-in-Hand, PA 17505. Info: <http://bigtrainoperator.com/Info40th-conv.shtml>

Saturday-Sunday, June 23-July 1, 2018

64<sup>th</sup> National TCA Convention at the Crowne Plaza Hotel, Warwick, RI. Info: [www.tcaconvention.org](http://www.tcaconvention.org)

Sunday-Saturday, June 24-30, 2018

RailCamp East at Newark, Del., hosted by Amtrak. Cost \$1,290 per camper. Info: [www.nrhs.com](http://www.nrhs.com)

Saturday, July 14, 2018

Lycoming Summer Train Meet at the Community Baptist Church, 1853 Route 87, Montoursville, PA 17754. Info: Al Judy - 570-651-5209, [millcreekrr@yahoo.com](mailto:millcreekrr@yahoo.com)

Saturday-Sunday, July 21-22, 2018

Model Train Flea Market at Steam Engine Hill, Williams Grove Rd., Williams Grove, PA 17055. Info: [fordraceman15@gmail.com](mailto:fordraceman15@gmail.com) or <http://wghsea.org>

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

2018 NRHS Convention, Cumberland, MD. Info: [www.nrhs.com](http://www.nrhs.com)

Saturday, Aug. 11, 2018

40<sup>th</sup> annual Lynchburg Rail Day Model Train and Railroadiana Show, Boonsboro Ruritan Club, 1065 Coffee Road, Lynchburg, VA. 24503 by the Blue Ridge Chapter, NRHS. Info: [www.blueridgenrhs.org](http://www.blueridgenrhs.org)



**ROUTE 741 EAST, STRASBURG, PA**

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

**717-687-8628**

Saturday, Apr. 7, 2018 - Rails & Ales

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

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

Monday-Friday, July 9-13, 2018 - Barons & Builders Day Camp (9 & 10)

Monday-Friday, July 23-27, 2018 - Barons & Builders Day Camp (11 & 12)

Saturday-Sunday, Aug. 18-19, 2018 - Model Railroad Days



**STRASBURG RAIL ROAD**

**SPECIAL EVENTS**

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

**1-866-725-9666**

Sunday, Apr. 1, 2018 - Easter Bunny Train

Saturday, Apr. 21, 2018 - The Great Train Robbery

Saturday-Sunday, June 16-24, 2018 - Day Out With Thomas

**MARCH, 2018**

**CHAPTER MEETING MINUTES**



The "Sunday" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, March 18, 2018. The meeting was called to order at 2:05 PM by President Tom Shenk with 38 members present. President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the December Membership Meeting Minutes. Fred Kurtz approved the motion and Steve Himpel seconded the motion. The December membership minutes were approved as printed in the *Lancaster Dispatcher*.

**CHAPLAIN:** Chaplain David Stambaugh announced Jerry Allison had double bypass surgery and was in attendance at today's meeting. Jerry sent a card thanking the Chapter for the planter and get well wishes. Evan Russell also had bypass surgery and is in a rehabilitation center. Peggy Sweigart was recently hospitalized with pneumonia. Helen Snyder was having trouble walking and has been in a home for a couple of weeks. Tom



announced it has been seven months since Smoke Shaak had his roofing accident back in August. Editor Ed Mayover and his wife, Linda are also dealing with health issues. Drew Schlecker reported his dad, Karl had spinal and foot surgery. Karl has been in the hospital since October and is now recovering at home. Toady Kennel and Ginny Rettew's mother, Grace passed away on January 26, 2018. The Chapter received a thank you letter from the Fairmount Home for the Chapter's gift in Grace's memory. Cindy Kendig's mother, Irene passed away in December 2017. The Chapter received a card from the Mt. Eden Lutheran Church for the Chapter's gift in Irene's memory. Chapter members who passed away: C. D. Farr, Stanley Tomlinson, and Barbara Kerchner.

**TREASURER'S REPORT:** Treasurer Richard Rutledge gave the Treasurer's Report for the month of February. Richard received a letter that the "National Railway Historical Society" "Lancaster Chapter" is registered as a Charitable Organization with the Department of State. Richard also received a thank you letter from the Wilmington and Western Railroad for the Chapter's donation to continue their preservation programs. Richard received a letter from the Reading Company Technical & Historical Society. The letter concerns a fundraiser campaign asking for a donation. The Chapter already makes a donation to them every year. Richard renewed the Chapter's CD for 18 months. The Chapter's other CD is coming due and Richard will change the CD for a more flexible and better access for the Chapter. The Freight Station will need a new roof soon and will use the CD.

**MEMBERSHIP:** Helen Shaak announced 19 regular memberships, 10 family memberships, and 1 student membership have not renewed their Chapter dues. Second notices will be sent out to those Chapter members. Tom announced Stewartstown Railroad is applying for a grant and they would like a letter of support from the Lancaster Chapter. Tom and your Secretary will work on the letter.

**DONATED ITEMS:** Steve Himpsl announced donations to the Chapter: In December, the Chapter received a package from the National Library Relocation Company in New York. The package contained a railroad lantern from the Conestoga Traction Company. Steve is currently trying to get more information about the lantern. Richard Rutledge donated a book and CD entitled "Life Along the Line - O. Winston Link." Sam Weaver donated Conrail Locomotive Data (January 1984), Conrail Starlite #292 Conductor's Lantern, and a poster of the Baldwin Locomotive Works (Steam). Professional Business Supplies donated a two drawer legal size file cabinet. The Harrisburg Chapter, NRHS donated Pennsylvania Railroad paperwork. Ed and Elsie Dilworth donated two VHS tapes. Steve is trying to sell some old calendars (by Grif Teller) from Chapter member Ken Murry. Steve announced he sold 16 Strasburg Rail Road tickets. Railroadiana made \$12.50. Steve is also trying to sell some Train Timetables that were donated to the Chapter.

**UPCOMING DATES:** Glenn Kendig announced Clean-Up day at the Christiana Freight Station will be Saturday, May 12, 2018 starting at 9:00 AM. Glenn will have a list of things that need to get done at the clean-up day. Glenn would like to have volunteers step up and do things the Freight Station needs done and won't get done on the clean-up day. Tom Shenk announced Monday, April 9, 2018 will be the Chapter Board Meeting. The meeting will be held at Travel Time Office and start at 7:00 PM. Tom also announced the Annual Banquet for this year might be a joint chapter banquet with another chapter. The banquet for 2019 will be at Bird in Hand Restaurant. Chapter member Nelson Strubel will be receiving his 50 year membership pin this year at the banquet.

**POSSIBLE BUS TRIP:** Tom Shenk announced a possible trip to the "ARK" Museum and Toyota Plant in Kentucky for October. This trip might include two trains to ride and would be a three day trip. This trip is still in the planning stages with more information to come at a later date.

**ANNOUNCEMENTS:** Helen Shaak's grandson, Graham Dirian would like to attend "Rail Camp." Graham asked the Chapter membership to sponsor him. One venue of Rail Camp this year is being held at the Strasburg Rail

Road. The Board will discuss this at the next meeting on April 9. Glenn Kendig reported that there is an Arch remaining from the 1820 station in Christiana from the Columbia and Lancaster Railroad. The Long Range Planning Committee would like to have a dedication later in the year and have an official plaque made up to preserve this historical landmark. Toady Kennel suggested having the Arch dedication when the Christiana Museum is open. Glenn discussed the possibility of the Passenger Station being used for model train displays. Fred Kurtz announced on his trip to Florida he rode the "Brightline" Rail service from Fort Lauderdale to West Palm Beach. Fred offered to show a power point program at a Chapter meeting. Tom Shenk announced the Air Mobility Command Museum in Dover, Delaware (1301 Heritage Rd, Dover AFB, DE 19902 - Ed.) will be open on April 21 and guests can tour the open cockpit of the largest aircraft, the C-5. Richard Rutledge had some concerns about the proper channels for getting information about chapter members to the right individuals.

**ADJOURNMENT:** The Chapter Meeting was adjourned at 2:55 PM for the program. Glenn Kendig presented a slide program on the "Convention in New Orleans" showing slides donated by Warren Habecker.

Respectfully submitted by Donetta M. Eberly, Secretary



### LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



### OHIO SADDLE TANK STEAM LOCOMOTIVE COMING TO PENNSYLVANIA

CIRCLEVILLE, Ohio, Feb. 19, 2018, Trains News Wire - A saddletank 0-6-0 on display at the Pickaway County Fairgrounds since 1962 will soon head east to Pennsylvania's Allentown & Auburn Railroad. The 1920 Alco-Cooke engine was offered "free to a good home last year," when the fair board determined it was not part of its future plans.

Mike Bast of the Allentown & Auburn, who was in Circleville preparing the engine for the move as he spoke to Trains, said the engine is complete, missing only its headlight, bell, and number plate. "We were the only ones who came and inspected it," Bast said. "There were lots of tire-kickers, but we actually came." Although the engine has been outdoors for 55 years, it is in fairly good condition, he said. It was carefully laid up, he noted, with anti-seize on pipe-fittings and grease where needed.



**THIS OHIO 0-6-0T WILL SOON JOIN A  
PENNSYLVANIA TOURIST RAILROAD  
PHOTO: ALLENTOWN & AUBURN RAILROAD**

The locomotive was No. 106 for Sturm & Dillard, an Ohio railroad contractor and stone and sand quarry operator. Several other Sturm & Dillard

locomotives are preserved in Ohio.

Bast said the locomotive will be trucked to Kutztown, Pa. "They asked us to have it moved by May," he said. Once the locomotive is on the A&A, it will have to be stripped down to perform the federally-mandated boiler inspection and recertification, and other repairs will be performed as needed.

Not only is No. 106 coming to the A&A this spring, Bast said, it will be joined by a former Washington Terminal Alco RS1 and a Grand Trunk Western baggage car. A&A volunteers also expect to have both their ex-Lehigh & New England Alco S2 and a former Warner Co. Baldwin switcher running.



### RARE MILEAGE TRIP TO BENEFIT BOSTON & MAINE 4-6-2 AT STEAMTOWN

Mar. 1, 2018, *Trains* News Wire - The Lackawanna & Wyoming Valley Chapter of the National Railway Historical Society will host a rare mileage excursion over the Reading & Northern Railroad on May 5.

The *Oneida Flyer* will cover sections of former Reading and Lehigh Valley railroads in a 96-mile round trip. Several segments have not seen passenger traffic in more than 50 years. The train will depart R&N's Port Clinton headquarters at 10 a.m., returning at 7 p.m.

Besides the former Reading Company Little Schuylkill and Catawissa branches, the *Oneida Flyer* will traverse segments of the Lehigh Valley's New Boston and Hazleton branches via Oneida and Morea junctions.

Power will be two of R&N's recently acquired MP15 diesel switcher locomotives, painted in the railroad's attractive Reading-inspired green and yellow scheme. Three photo runbys are planned.

A number of ticket options are available including coach, open air, caboose, and locomotive cab rides. Basic coach tickets are \$99 for adults and \$69 for kids 12 and under. A Subway boxed lunch pre-order is also available.

Proceeds from the excursion directly benefit the chapter's restoration of Boston & Main 4-6-2 No. 3713 in partnership with Steamtown National Historic Site. The chapter hopes to raise \$225,000 in 2018 to keep the 3713 restoration on track. The locomotive is set to return to service at Steamtown in 2020, after 62 years as a display.

For more information or to purchase tickets visit [www.laurellinesspecials.org](http://www.laurellinesspecials.org), [www.project3713.com](http://www.project3713.com) or contact excursion co-chairperson Norm Barrett at 570-575-5320 or email him at [nyowfan@msn.com](mailto:nyowfan@msn.com)



### TOURIST RAILROAD DEBUTS FP7 IN PENNSY- LIKE SCHEME

HONESDALE, Pa., Feb. 19, 2018, *Trains* News Wire - Fresh out of the paint shop, a former Canadian Pacific GMD FP7 has gone into service on the Stourbridge Line tourist railroad in Pennsylvania's Pocono Mountains. CP No. 1306 emerged from the shop in a variation of the Pennsylvania Railroad's



**STOURBRIDGE LINE HAS ADDED THIS PENNSY-PAINTED FP7 TO ITS ROSTER - JERRY KUCZYNSKI**

FP7 scheme as No. 9880. It is painted Brunswick green with five yellow stripes and lettered "Pennsylvania." The original PRR FP7s featured a single solid stripe rather than the five "cat whiskers." (This is incorrect! There were 4 FP7A units and 2 F7B units originally delivered to the Pennsylvania Railroad with 5-stripes in Tuscan Red. See photo of PRR No. 9834. The remaining 48 FP7 A&B units of the order were painted as mentioned above. -Ed.) Tom Myles, owner of No. 9880, said he has a second FP-7 and a B-unit



**PRR FP7A No. 9834 IN TUSCAN RED WITH 5-STRIPES AND F3A No. 9547 AT EAST ALTOONA, PA. ON AUGUST 16, 1956. PHOTO - JOHN DZIOBKO**

slated to be overhauled and repainted. No. 9880 joins ex-Bangor & Aroostook BL2 No. 54, long-time power on the tourist train.

The Stourbridge Line trains run the entire 25-mile length of the line now known as the Delaware Lackawaxen & Stourbridge Railroad. A former Erie-Lackawanna branch, the line runs along the Lackawaxen Creek for most of its length. Passenger trains currently operate on weekends and Wednesdays.

### LATE BREAKING NEWS

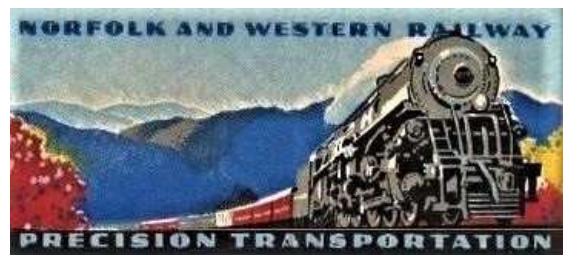
#### NS TRAINS COLLIDE IN KENTUCKY, FOUR INJURIES REPORTED

GEORGETOWN, Ky., Mar. 19, 2018, *Trains* News Wire - First responders and Norfolk Southern remain on the site of an overnight train collision involving two freight trains in a residential area of Georgetown, Ky., Lexington NBC affiliate WLEX-18 reports.

The collision took place at around 11 p.m. local time Sunday night, March 18, and involved two trains. Residential evacuations were ordered after the collision for precautionary reasons, however local residents were allowed to return home in the predawn hours Monday.

Lexington Fire officials say one train collided into a second one that was stopped. Four injuries were reported, including minor injuries to the on-board train crew, but the nature of those injuries could not be confirmed. A small fire was also visible at the derailment site as of late Sunday night with first responders reporting an undetermined amount of spilled diesel fuel and vegetable oil from a tank car.

The incident took place on NS' Cincinnati, New Orleans & Texas Pacific Railway near control point Akers. The route is an important corridor for the railroad, linking Cincinnati and the Midwest with rail lines and industries in Atlanta and the southeast.





## *“INSIDE THE BACK PAGE”*

### UPCOMING LANCASTER CHAPTER ACTIVITIES

**APRIL 9, 2018** - MONDAY, 7:00 PM - TRAVEL TIME OFFICE - CHAPTER BOARD MEETING

**APRIL 16, 2018** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

**MAY 12, 2018** - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - STATION CLEAN-UP

We plan to meet at the Station at 9:00 AM. Anyone interested in eating breakfast before we start can come to the Dutchway Restaurant at 7:30 AM. We need lots of help - please join us if you are able.

**MAY 21, 2018** - MONDAY, 7:30 PM - TENTATIVE MEETING RED LION HISTORICAL SOCIETY - SEE THE MAY ISSUE OF THE LANCASTER DISPATCHER FOR MORE DETAILS

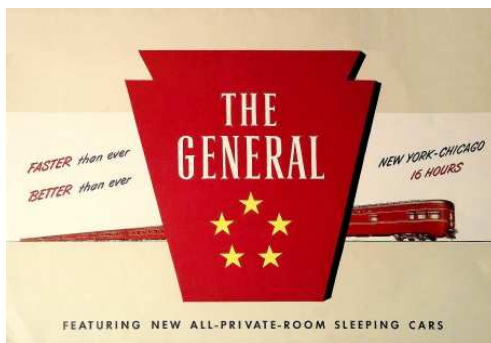
**JUNE 18, 2018** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Dedication of the lantern donated to the Chapter.

**JULY 15 or 16, 2018** - SUNDAY OR MONDAY, 7:30 PM - MIDDLETOWN & HUMMELSTOWN - CHAPTER MEMBERSHIP MEETING (STILL IN THE PLANNING STAGE).

**AUGUST 20, 2018** - MONDAY, 7:30 PM - STRASBURG RAILROAD - “RIDE THE RAILS” CHAPTER MEMBERSHIP MEETING

### 81 YEARS AGO THIS MONTH



On April 25, 1937, the Pennsylvania Railroad inaugurated *The General*, named for General William Wallace Atterbury, between New York and Chicago on a 17 hour:15 minute schedule, second only to the *Broadway Limited*. With coaches and no extra fare, it siphoned traffic from the *Broadway Limited*.



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

**LANCASTER CHAPTER BOARD of DIRECTORS**

<b>PRESIDENT:</b>	<b>TOM SHENK</b>	<b>717-560-1186</b>	<b>TSHENK@NRHS1.ORG</b>
<b>1ST VICE PRESIDENT:</b>	<b>HAROLD SHAAK</b>	<b>717-484-4020</b>	<b>HSHAAK@DEJAZZD.COM</b>
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<b>NATL REP &amp; WEB:</b>	<b>FRED KURTZ</b>	<b>717-200-1551</b>	<b>FKURTZ@NRHS1.ORG</b>
<b>CHAPLAIN:</b>	<b>DAVID STAMBAUGH</b>	<b>717-292-1726</b>	<b>CHAPLAIN@NRHS1.ORG</b>
<b>CHAPLAIN:</b>	<b>CELL PHONE</b>	<b>717-683-3053</b>	

**MEMBERSHIP MEETING NOTICE**

**THE REGULAR CHAPTER MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, APRIL 16, 2018, STARTING AT 7:30 P.M.**

**THERE IS A CHAPTER BOARD MEETING AT THE TRAVEL TIME OFFICE, LANCASTER, PA ON MONDAY, APRIL 9, 2018, STARTING AT 7:00 P.M.**

**LANCASTER CHAPTER, INC.  
 NATIONAL RAILWAY  
 HISTORICAL SOCIETY  
 10 RAILROAD AVENUE  
 CHRISTIANA, PA 17509-1416  
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