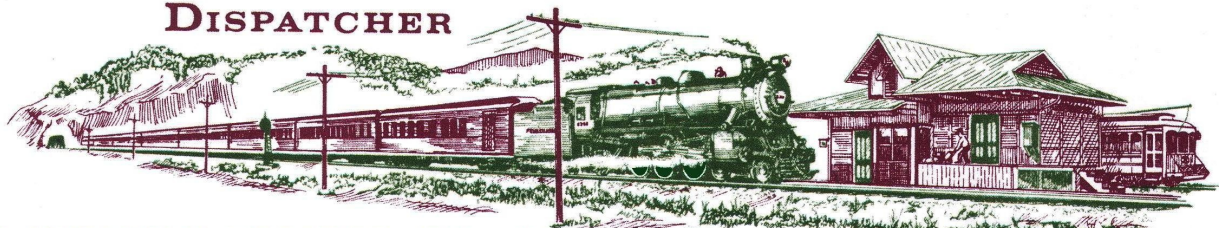


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**Amtrak's
Atlantic City
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MAY 1, 1971

AMTRAK

MAY 1, 2018



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK TO STOP OPERATING SPECIAL TRAINS, CHARTER MOVES

WASHINGTON, Mar. 28, 2018 - Special trains and certain private varnish moves will no longer be allowed on Amtrak routes according to a brief notice of a policy change sent to Amtrak employees and obtained by *Trains News Wire* Wednesday morning.

“Generally, Amtrak will no longer operate charter services or special trains. These operations caused significant operational distraction, failed to capture fully allocated profitable margins and sometimes delayed our paying customers on our scheduled trains,” the notice reads.

“There may be a few narrow exceptions to this policy in order to support specific strategic initiatives, for example trial service in support of growing new scheduled service. Otherwise, one-time trips and charters are immediately discontinued,” the notice adds.

It is not yet clear to what extent the passenger railroad will discontinue its move of privately owned passenger cars; however, some private car operators already report they are having move requests denied.

The Collis P. Huntington Railroad Historical Society in Huntington, W.Va., has been informed that their private car moves will no longer be allowed out of Huntington on Amtrak’s tri-weekly *Cardinal*, effective at the end of April.

“We are trying to better understand if Amtrak will allow the cars to be moved at beginning or end points,” Assistant General Manager Joe Rosenthal says.

For the *Cardinal*, that would mean the West Virginia non-profit railroad group would have to relocate its cars to Chicago or Washington. It is unclear if even those changes would allow their cars to operate on Amtrak trains.

And for the non-profit group’s flagship excursion, the New River Train, Rosenthal says that Amtrak’s policy would mean the discontinuation of the 51-year tradition.

“West Virginia will be losing a huge economic impact and it’ll be particularly devastating to the cities of Huntington and Hinton,” he says.

The annual excursion has operated the third and fourth weekends of October from Huntington to Hinton, W.Va., and return. It has used Amtrak locomotives and crews on CSX Transportation’s main line through West Virginia. In 2017, the excursion train operated with three locomotives and 30 privately owned passenger cars.

The excursions are a multi-million dollar tourism boost to rural West Virginia with nearly 5,000 riders annually. It is the largest mainline excursion train in the United States.

Similarly, there are dozens of other organizations and private operators whose railcars travel on the rear of Amtrak trains. As news circulated among the private railcar community, there were more questions than answers.

Trains News Wire reached out to Amtrak for additional details on the policy, but had not heard back as of early Wednesday afternoon. News Wire has also contacted the Railroad Passenger Car Alliance and the American Association of Private Railroad Car Owners for comment.

AMTRAK, PRIVATE CAR GROUPS DISCUSS FUTURE OF CAR MOVES

WASHINGTON, Apr. 4, 2018, *Trains News Wire* - Amtrak management and leaders of two groups representing private-car owners held a conference call Tuesday to discuss issues arising from the passenger railroad’s new policies on charters and special trains, among them the future of moves to or from midpoints on a train’s route.

In meeting notes distributed to members of American Association of Private Railroad Car Owners and the Railroad Passenger Car Alliance, and obtained by *Trains News Wire*, Amtrak leadership said the passenger railroad has been charged with evaluating private cars on scheduled trains and how those services can continue, while also improving on-time performance and “Amtrak economics.”

Amtrak’s policy change of March 28 plainly stated the railroad’s intentions to no longer operate charter services or special trains, citing operational distractions, low profit margins, and passenger delays. But the passenger railroad is listening to the private-car community about how those services can continue more efficiently.

Several individuals and groups whose cars are housed at midpoint pickups had move requests denied by Amtrak, citing inefficient dwell times and on-time performance issues. The elimination of midpoint pickups would force private car operators to relocate their cars to those places Amtrak trains originate or terminate, such as Chicago, Washington Union Station, or Los Angeles.

“If you want cars switched at every station, we can’t do that,” an Amtrak representative said during Tuesday’s call. “We are interested in your thoughts about what you think is reasonable and consistent with the mission of not delaying trains.”

Private car leaders offered ideas that would improve on-time performance, but preserve midpoint pickups. Among the recommendations were a requirement for private car operators to have their own qualified mechanical personnel to help facilitate midpoint switching, or to add private cars to the head ends of trains to eliminate extra switching moves. They also suggested having their cars operate on generator until reaching a station with sufficient dwell time to allow head-end power to be connected.

Amtrak’s response was that operating private cars is most efficient when hauled from the train’s origin to its destination, noting that midpoint recovery times are to protect against train delays, not for switching of private cars.

A number of midpoint terminals were discussed during the call which account for a sizeable portion of Amtrak-certified cars that operate regularly but are not at traditional endpoints. They include Lamy, N.M.; Huntington, W.Va.; Denver Union Station; Midway near St. Paul, Minn.; Whitefish, Mont.; Charlotte, N.C.; Savannah, Ga.; Tucson, Ariz.; Albuquerque, N.M.; Jacksonville, Fla.; Orlando, Fla.; Milwaukee; Cleveland; St. Louis; San Antonio, Texas; Omaha, Neb.; and Kansas City, Mo.

Private car owners, many of whom house their cars at these locations, told Amtrak they would look at ways to expedite handling at their facilities to improve operations. The Amtrak representatives asked for that information by Thursday or Friday.

Amtrak’s current pricing for private-car moves was not discussed, although the railroad did say it is reviewing its price structure for private-car business. Private car leaders say they would like to better understand the railroad’s special train net-margin issues and to explore what “fully allocated profitable margin” really means.

According to the meeting notes, the private car community said it would be willing to "pay twice the actual cost," but is seeking additional information from the railroad.

Contacted by Trains News Wire, Railroad Passenger Car Alliance President W. Roger Fuehring says his group is "very appreciative of Amtrak taking the time to listen to our concerns as it relates to future movements of private cars within their network. We sincerely appreciate our friends at AAPRCO and look forward to assisting Amtrak with a suitable resolution to the issues at hand."

While special trains were not discussed during the call, AAPRCO confirmed in a Tuesday evening email to members that its mid-year train, the *Black Hills Special*, had been denied its move. The train was planned to operate between Lincoln, Neb., and Denver on May 17-22, 2018.

Amtrak has yet to clarify what special trains will operate or how it will definitively handle the private car business going forward.

AMTRAK AIMS TO REPLACE AMFLEET, P42 DIESELS, CEO TELLS EMPLOYEES

Apr. 11, 2018, *Trains* News Wire - Amtrak plans to seek proposals from manufacturers and award a contract by the end of 2018 for equipment to replace its current fleet of GE P42DC diesels and Amfleet cars, according to a statement by president and CEO Richard Anderson at an employee town hall meeting. His comment seems to indicate the passenger carrier would prefer integrated trainsets to the current fleet of cars and locomotives.

"These are two big programs for us," Anderson is reported to have told employees. "We want to get a [Request for Proposals] completed and contracts awarded this year. There is no reason why we can't."

The passenger carrier will seek "more modern, lightweight, environmentally sensitive, [Americans with Disabilities Act]-compliant equipment that will give us a completely different product," Anderson continued. He cited the DMU trainsets for commuter services in Fort Worth, Texas (to open in early 2019), and Santa Rosa-San Rafael, Calif. (which began service in mid-2017), as models for the "modern way of train travel."

"If we want to appeal to a millennial generation in high-density urban markets, we need the same kind of modern unit trains we see operating in Europe and Asia," he declared. "Making these investments now will benefit the next generation of Amtrak."

When asked to elaborate, Amtrak spokeswoman Kimberly Woods told *Trains* News Wire, "We'll provide information on future plans on equipment when details are finalized."

AMTRAK TIGHTENS REFUND POLICY

WASHINGTON, Mar. 30, 2018, *Trains* News Wire - Amtrak has made its refund policy for canceled reservations on trains and Thruway buses more restrictive, as of March 20.

For any reservations booked on or after that date, a 25-percent penalty is assessed on reservations cancelled more than 24 hours after booking for sleeping car, "Saver" coach, or Acela Business Class fare (the lowest fares requiring at least 14 days advance purchase), as well as on 'Value' coach or Acela Business Class fares canceled within eight days of departure. This applies regardless of whether the refund is in the form of cash returned to the original form of payment or in the form of an eVoucher (redeemable for future Amtrak ticket purchases within one year of its creation).

Amtrak spokesman Marc Magliari did not address the reason behind the change, saying only that "the goal is to improve overall revenue performance by expanding the use of tactical fare sales to generate ridership growth versus the everyday discounts provided by membership groups." He added that "the best way to save remains for customers to book early (at least 14 days in advance) and use Amtrak's Saver Fares."

An eVoucher is the only way to receive credit for a canceled "Saver" fare

reservation, which is non-refundable. "Flexible" fares (the highest possible coach fare for a given segment) remain the only class of fare that is fully refundable even after departure, while non-Acela Business Class and Acela First Class tickets are fully refundable up to the time of departure. No refund or eVoucher is possible after departure in the case of a "no show" for any fare type, except "Flexible" coach fares.

The passenger carrier has yet to institute change fees, so one way passengers can avoid the new penalties is by changing a reservation for a future date instead of canceling it. A reservation paid with cash can be changed an unlimited number of times without penalty, and if the change results in a lower fare, the full fare difference can be received as an eVoucher.

Reservations made before March 20 for travel after that date are still treated under the previous refund policy.

AMTRAK PUBLISHES FY2016-2017 SUSTAINABILITY REPORT

WASHINGTON, Mar. 19, 2018, AMTRAK MEDIACENTER - Amtrak today released its FY2016-FY2017 Sustainability Report, a comprehensive update on the company's financial, social and environmental sustainability performance. The report highlights Amtrak's progress, including modernizing the customer experience, reducing fuel and energy use, growing revenue through increased ridership, and improving safety and security.

"Our stakeholders are counting on us to be good stewards of the environment while also creating economic and social value for our communities," said Richard Anderson, Amtrak President and CEO. "We also understand that keeping our customers and employees safe is integral to sustainability."

Information and data reflect performance in fiscal years 2016 (FY2016) and 2017 (FY2017), which ran from Oct. 1, 2015, through Sept. 30, 2017. Some highlights from the report include:

- Amtrak customers offset their train travel carbon emissions equal to 7.8 million train miles and 1,400 metric tons of carbon dioxide
- Customers brought more than 99,000 bikes and more than 45,000 pets along with them since those programs launched in 2015
- Eighty-one percent of customers reported being highly satisfied with their Amtrak experience
- Exceeded diesel fuel conservation goal by more than 2.4 million gallons
- Saved an estimated 3 billion kWh of energy, through the use of the latest generation of ACS-64 locomotives recently introduced to the Amtrak fleet
- Decreased Employee Lost Time Injuries by 9 percent over FY16 performance
- Reduced highway crossing incidents by 10 percent over FY16 figures, through Amtrak's partnership with Operation Lifesaver
- Hired U.S. veterans to fill more than 20 percent of all open positions
- Allocated 11.6 percent of annual spend with diverse suppliers
- Delivered more than 2,800 cases of drinking water to Flint, Michigan, to help local residents in the midst of their water crisis

Amtrak's FY2016-FY2017 Sustainability Report was produced in accordance with the Global Reporting Initiative (GRI) G4 guidelines. GRI is the recognized international standard for sustainability reporting and is used by other transportation and rail entities.

AMTRAK GIVES LETTER GRADES TO FREIGHT RAILROADS

WASHINGTON, Mar. 23, 2018, *Trains* News Wire - Amtrak has been collecting data on the duration and causes of delay to its trains since at least 2009 and has been publishing this data in monthly reports since then, as required by the 2008 passenger rail authorization law. But Tuesday marked the first time the passenger carrier has given each of its Class I host

railroads a letter grade based on the number of minutes of host-caused delay per 10,000 train miles.

Amtrak's "Host Railroad Report Card & FAQ" gives failing grades to Norfolk Southern and Canadian National, a "C" grade to CSX Transportation, a "B-" to Union Pacific, a "B+" to BNSF Railway and the highest marks to Canadian Pacific. The report notes that the host railroads are "highly profitable" and that Amtrak pays them \$142 million annually for use of their tracks and other resources needed to operate passenger trains.

"An 'F' host forces Amtrak trains on a particular route to wait one hour and 40 minutes, on average, for freight trains, and forces many Amtrak trains on this route to wait as long as 3 hours and 12 minutes," the report reads. "As a comparison, suppose you were on a flight and your plane had to circle the destination airport for one hour and 40 minutes while cargo flights were given priority to use the runway."

Amtrak's report also faults the U.S. Department of Justice for failing to enforce the government corporation's statutory right of preference over freight trains in dispatching, and says the incentives it pays hosts for good performance have little impact.

"Freight railroads suffer no significant consequences for prioritizing their freight over our country's rail passengers," Amtrak claims.

Trains News Wire reached out to the three lowest-ranked host railroads for comment.

"We continuously work with Amtrak to provide reliable passenger service, and give Amtrak trains priority on our lines, including over [our] own freight trains," says CN spokesman Patrick Waldron. "The on-time performance for Amtrak trains operating on CN tracks has been solid for the last two years, in the range of 80 to 95 percent, based on agreed upon measures in the contract between CN and Amtrak."

"While the issue of on-time performance is more complex than a single letter grade implies, we are committed to working with Amtrak to meet our contractual obligations to them, and to support passenger rail as a safe, efficient transportation alternative in the U.S.," says a CSX spokesperson, adding that CSX hosts more passenger trains than any other U.S. host railroad and "takes Amtrak's performance very seriously."

Norfolk Southern did not respond to Trains News Wire's request for comment before press time.



[CSX TOUTS SERVICE IMPROVEMENTS IN LETTER TO FEDERAL REGULATORS](#)

WASHINGTON, Mar. 29, 2018, *Trains News Wire* CSX Transportation has adequate resources to handle current traffic and anticipated demand for the rest of 2018, CEO James Foote told federal regulators this week.

"Since the initial implementation of our scheduled railroad model, our dedicated workforce has delivered six months of service improvement based on key metrics," Foote wrote in a March 28 letter to the Surface Transportation Board. "Our recent performance is above 2017 averages and we've achieved record levels for velocity, car order fulfillment, and dwell."

CSX was responding to the board's request for information about service levels in light of deteriorating performance metrics at most of the Class I railroads. The board's request to the seven CEOs, made public last week, came in response to letters from grain shippers and automakers that painted a picture of slow and erratic service across North America.

CSX has 2,900 active locomotives, with 600 stored serviceable that can be tapped if demand increases, Foote told the STB. The CSX network is fluid, he wrote, and the railroad needs fewer locomotives, cars, and crews to handle the same amount of freight thanks to efficiency gains of the new operating plan.

The railroad has 8,474 active train and engine crew employees, Foote wrote, with more than 900 furloughed employees available for recall. CSX does not plan to hire additional crew members this year. It will, however, hire 50

trainmasters to fill vacancies "and further strengthen our field management," Foote wrote.

CSX is testing end-to-end car trip plans that allow for real-time monitoring of each shipment as they move across the railroad. This allows shippers to see an estimated time of arrival and the railroad to make adjustments as required.

CSX continues to expect traffic to be flat year-over-year. Demand so far has met expectations, with exception of stronger than anticipated coal export traffic.

"To meet this uptick in coal demand, we successfully matched power and crews to effectively meet service needs," Foote wrote.

The railroad currently does not have any bottlenecks, Foote told the STB. But container dwell is rising at increasingly busy intermodal terminals, he said. A shortage of truck drivers has contributed to the phenomenon across the industry.

CSX said it is working with the National Grain and Feed Association to identify and correct service issues the trade association raised in its letter to the STB.

Foote acknowledged that bi-level auto racks are in short supply across the industry.

"CSX's network is ready to handle additional auto volumes when the bi-level fleet is restored to more normal levels and availability," he said.

Automakers have complained that delayed delivery of multi-level cars by Class I railroads has forced some assembly plants to store new cars off-site.

The performance metrics for BNSF Railway, CSX, and Kansas City Southern have held steady or improved this year amid slowdowns of varying degrees at Canadian National, Canadian Pacific, Norfolk Southern, and Union Pacific.

[HOLDING COMPANY WANTS TO PURCHASE CSX RAIL LINES IN ALABAMA, GEORGIA](#)

ATLANTA, Apr. 6 and 9, 2018, *Trains News Wire & Railway Age* — A new holdings company is looking to purchase more than 175 miles of CSX Transportation-owned rail lines currently on lease in Alabama and Georgia.

Surface Transportation Board documents show that HGS Railway Holdings, a Denver-based company, is looking to purchase 121 miles of CSX-owned track in Alabama and an additional 55 miles in Georgia. OmniTRAX's Alabama & Tennessee River Railway and Fulton County Railway currently lease and operate the rail lines from CSX.

According to STB documents received on April 4, the new holdings company has been created for the purpose of buying certain rail lines from CSX. Its President and CEO is Kevin Shuba, who is also the CEO of OmniTRAX.

In this transaction, the holdings company looks to purchase a total of 176 miles of rail lines and continue operating them as short line railroads.

STB documents say there will be no significant change in rail service or operations.

The transaction includes the purchase of 121 miles of CSX-owned and Alabama & Tennessee Railway-operated tracks from Birmingham, Ala., east to Wellington, Ala., and northwest to Ivalee, Ala., and Guntersville, Ala.

Similarly, it also includes a separate 55-mile transaction of CSX-owned and Fulton County Railway-operated tracks between Fulton Junction northwest and east to local freight customers on Atlanta's west side.

The filings stated that the lines aren't expected to generate revenues above \$5 million.

Recently, CSX sold its stake in the \$77 million Westin Savannah Harbor Golf and Spa.



NS DERAILMENT SPILLS CARGO IN PENNSYLVANIA

HUNTINGDON, PA., Apr. 3, 2018, *Trains* News Wire
Norfolk Southern is investigating the cause of a freight train derailment near the center of the Commonwealth.



Norfolk Southern confirms that five freight cars derailed from a train into Stone Creek, a Juniata River tributary, near East Penn Street in Huntingdon Borough, Pa., about 8:15 a.m. Tuesday. No injuries were reported.



NORFOLK SOUTHERN DERAILMENT IN HUNTINGDON BOROUGH, PA. - PHOTOS APRIL FEAGLEY, THE DAILY NEWS

Two of the derailed cars were hauling peas, and the remaining three were carrying, dried potatoes, pulpboard, and plastic pellets, respectively.

The general merchandise train of two locomotives, 75 loaded and 10 empty freight cars, was moving from

Altoona to Harrisburg, Pa., when the cars derailed. An NS representative said the railroad is investigating the cause of the derailment and thanked local first responders for assistance.

Huntingdon is also a stop on the route of Amtrak's Philadelphia to Pittsburgh *Pennsylvanian*.

NORFOLK SOUTHERN CEO JIM SQUIRES: 'RESTORING OUR SERVICE LEVELS IS OUR TOP PRIORITY'

WASHINGTON, Apr. 3, 2018, *Trains* News Wire - Norfolk Southern is adding locomotives, stepping up conductor hiring, and streamlining terminal operations in order to clear congestion and speed up service across its system.

"We readily admit our service is not where we or our customers need it to be, and restoring our service levels is our top priority," CEO Jim Squires told federal regulators, who last month requested service outlooks from each Class I system.

The railroad's strategy depends on growth, Squires told the Surface Transportation Board, and providing a level of service that will support increased traffic volume is critical for NS to succeed.

NS's service problems began in the Southeast, where the railroad had a difficult time rebounding from hurricanes in September and October, followed by snowstorms in December and January.

For the first 11 weeks of the year, NS's average train speed is down 16 percent compared to a year ago, while terminal dwell is up 21 percent. First-quarter train speed is down 7 percent compared to the fourth quarter, while dwell is 9 percent higher than the fourth quarter.

The number of trains requiring re-crews has jumped 133 percent when comparing February 2018 to February 2017. Local performance, meanwhile,

is currently 7 percent below normal levels.

"Decreased velocity and increased dwell time increase, in the short term, the need for track capacity, locomotives, and crews, and place a premium on having an effective operating plan and maintaining solid communications with customers," Squires told the STB in his April 2 letter, which was posted to the agency's website today. "NS is responding on all fronts."

The NS capital budget, which increased by \$120 million over 2017 levels, includes projects to clear chokepoints in Birmingham, Ala.; Charleston and Columbia, S.C.; Savannah, Ga.; Louisville, Ky.; Chicago; Fort Wayne, Ind.; and Pittsburgh.

NS also reopened its Birmingham-Columbus-Macon, Ga., line to through traffic as a relief valve for the route via Atlanta.

The railroad put its entire 100-unit locomotive surge fleet into service in the fourth quarter and will lease 90 additional road locomotives. Through last week, NS had deployed 22 of 27 leased units that are currently on the property.

A tight locomotive leasing market is slowing the railroad's efforts to boost the fleet.

"We are continuing our efforts to acquire the additional 63 locomotives and deploy them into active service as soon as possible," Squires wrote.

NS also is continuing its 500-unit DC-to-AC locomotive conversion program, including 150 units scheduled for conversion this year. Fifty-seven units were converted last year.

"Two AC locomotives can move the tonnage of three DC locomotives, so converting these locomotives will result in more powerful locomotives and increased resiliency," Squires wrote. "In the short run, however, while these locomotives are being converted or in the queue to be converted, they are not available for use in our daily operations."

NS will hire 1,400 conductors this year and currently has 459 in training. When factoring in anticipated attrition, NS will have 275 additional crew members heading into the peak season later this year.

To respond to short-term crew shortages, NS developed "go teams" that can deploy to trouble spots within 48 hours and then remain on site for weeks, Squires wrote.

NS is in the midst of a two-year effort to improve terminal operations and simplify its operating plan, Squires said. The goal is to decrease dwell time and improve consistency and on-time performance.

"One of the techniques we are using is clean sheeting, which in summary can be described as a re-engineering of the train place in specific locations with a terminal-centric focus," Squires wrote. "The intent is to drive capacity and create enhanced ability to sustain more volume."

The effort has helped make Norris Yard in Birmingham — the epicenter of NS service problems in the Southeast — fluid again. It's also been completed in Allentown, Pa.; Chattanooga, Tenn.; and on the 3B District from Birmingham to Mobile, Ala.

The STB's request for service outlooks was prompted by shipper complaints about sluggish, erratic rail service across North America as well as deteriorating performance metrics at most of the Class I systems. Automakers and grain shippers were particularly critical of rail service.

NS said it has been having trouble securing enough empty multilevel cars for handling automobiles.

"Due to service issues affecting other carriers, NS has not been able to receive its requested allotments of multilevels, leaving NS less equipped to meet automotive demand, compounded by the slowed current status of our own network," Squires wrote.

The railroad has taken steps to improve service for grain shippers, including adding grain train sets to the fleet, rerouting around congestion on the former Cincinnati, New Orleans & Texas Pacific Railway Rathole line

south of Cincinnati, and working with customers to prevent shutdowns.

[NS SUES TRAIN CREW IN KENTUCKY COLLISION](#)

LEXINGTON, Ky., Apr. 6, 2018, *Trains* News Wire - Norfolk Southern is suing one of its own train crews involved in a March 18 head-on collision in Kentucky.

In a lawsuit filed April 5 with the U.S. District Court for the Eastern District of Kentucky, in Lexington, NS attorneys allege that Engineer Kevin Tobergte and Conductor Andrew Hall failed to keep a "reasonable lookout" so they could slow their train and eventually stop it.

Tobergte and Hall were in charge of southbound train No. 175. According to court documents, the train was stopped on NS tracks in Georgetown, Ky., when northbound NS train M74 collided head-on with No. 175. The collision sparked a blaze, derailed 13 freight cars, and injured four railroaders.

NS lawyers allege southbound train No. 175 went through an Approach and Stop signal without slowing or stopping until after the crew passed the Stop signal. Lawyers for the railroad also tell the court that after the train crew made an emergency brake application, they failed to alert dispatchers over the radio or declare an emergency.

The railroad seeks compensation from the railroaders to cover the cost of damages to two destroyed locomotives, derailed freight cars, the right-of-way, tracks, signal equipment, loss of use of the equipment, diesel fuel clean-up, as well as damage payments to landowners adjacent to the wreck and NS customers for delayed freight.

Norfolk Southern declined to comment on the matter because it is pending litigation, a railroad representative wrote in an email to *Trains* News Wire. Addresses for the train crew were listed in the court filing, but *Trains* was not able to find quick contact information for the railroaders and get their comment. The Brotherhood of Locomotive Engineers and Trainmen, a railroad labor union, did not immediately respond to a request for comment.

The allegations, if true, represent a serious operating failure.

Trains News Wire spoke with a railroader familiar with Norfolk Southern operating practices who says, on background, that any time a train on NS goes into emergency, the first priority of the train crew is to call on the radio, "Emergency" three times followed by the train's location to alert dispatchers and nearby trains.

If the No. 175 crew did not do this, as NS alleges, the crew on train M74 would have had no idea until they could see train 175, at night, that it was blocking their path.

One operational practice not mentioned in the Federal court filing was whether the 175 train crew called on the radio signal indications as their train passed signals — another NS requirement to ensure train crews remain alert, the railroader tells *Trains*.

The railroader also says that NS' lawsuit against the train crew is serious, but not surprising. The person says that stop signal violations used to be punishable by 30-days suspensions as little as a decade ago. Stop signal violations can now come with an automatic firing. The NS lawsuit, the railroader says, is "one more way of emphasizing how seriously they want to take stop signal violations."

The railroaders in the lawsuit have about three weeks to respond to the court filing.



[VIA DEAL WILL REFURBISH CARS FOR 'CANADIAN'](#)

MONTREAL, Apr. 11, 2018, *Trains* News Wire - VIA Rail Canada will spend \$46 million to upgrade 25 of its 1950s-era, Budd-built, stainless steel passenger cars for continued use on its flagship train, the Canadian.

VIA announced a contract with Cad Railway Industries to do the refurbishment on Tuesday afternoon. Cad will do the work at its Montreal

facility.

The refurbishment program will include updated interior design and new seats, installation of Wi-Fi equipment, mechanical upgrades, and replacement or upgrading of electrical and heating components.

VIA previously announced a contract to upgrade 17 cars of the same vintage to meet current accessibility standards. It also has 33 other cars under renovation at its Montreal Maintenance Centre, and has begun the process of acquiring new cars for its Quebec City-Windsor, Ont., corridor.



[NJ TRANSIT ANNOUNCES ATLANTIC CITY LINE SERVICE SUSPENSION](#)

ATLANTIC CITY, Mar. 26, 2018, Press of Atlantic City - NJ Transit trains on the Atlantic City Line will be suspended between the city (Atlantic City) and Lindenwold from April 9 until June 22 for track work and signal repairs. The suspended service will start at 7:30 a.m. and end at about 3:30 p.m. on weekdays only.

Buses on NJ Transit Route No. 554 will replace train service between the two rail stops. The bus will depart and return to the bus terminal.

During repairs, trains 4612, the 6:40 a.m. departure from Atlantic City, and 4611, the 5:37 a.m. departure from Philadelphia, will be the last trains to operate normally. Service will continue again with trains 4630, the 3:36 p.m. departure from Atlantic City, and 4631, the 3:19 p.m. from Philadelphia.

In Atlantic City, the No. 554 will depart from and return to the bus terminal. Customers can use the Atlantic City Jitney service between the Atlantic City Rail Terminal and the bus terminal.

NJ Transit advises customers traveling from Atlantic City they should be prepared to depart the rail terminal 15 minutes before the scheduled bus-departure time.

In Absecon, buses to Atlantic City will depart from the bus stop on the White Horse Pike near Station Avenue and buses to Lindenwold will depart from the bus stop on Station Avenue, across from the train station.

For commuters in Egg Harbor City and Atco, buses will stop adjacent to the train station platform. Buses will stop on Egg Harbor Road at Bellevue Avenue for riders in Hammonton.

[NJ TRANSIT ADDS CARS IN EQUIPMENT SWAP](#)

NEWARK, N.J., Apr. 11, 2018, *Trains* News Wire - NJ Transit will lease 10 railcars from Maryland's MARC commuter system to address overcrowding, sending MARC a surplus locomotive in return, the *Associated Press* reports.

The 10 cars, coming on an eight-week lease, will be used together as a train as needs arise throughout the system, according to NJ Transit. The cars will arrive "very shortly," NJ Transit Executive Director Kevin Corbett said.

The locomotive MARC will receive in return was scheduled for retirement by NJ Transit.



[PRR, PRSL & LIRR EVENTS IN MAY](#)

May 21, 1903 - Double-tracked Shellpot Branch put in full operation at 12:00 N, and Edge Moor Yard fully opened; freight traffic removed from West Yard on south side of Wilmington, Del., which becomes a passenger yard; within two days, Edge Moor becomes so congested that PRR has to embargo cars for several days, and men are unfamiliar with new routines of working a hump yard.

May 1, 1908 - Main waiting room, ticket offices, etc. open at Washington

Union Station.

May 14, 1913 - PRR contracts with Westinghouse Electric & Manufacturing Company to give preference to its products in Paoli electrification, providing are of superior quality.

May 1, 1918 - Lebanon Division abolished and merged into Philadelphia Division.

May 6, 1923 - Through Washington cars on *Broadway Limited* expanded to a separate train called the *Washington Broadway Limited* to meet competition of B&O's *Capitol Limited*; runs through to Chicago in 19:00 with same equipment and amenities as *Broadway Limited*.

May 17, 1928 - PRR begins operating race train from Philadelphia direct to Belmont Park on LIRR, stopping at West Philadelphia and Trenton, for season ending June 9.

May 19, 1933 - London, Midland & Scottish Railway *Royal Scot* train is exhibited at York and Harrisburg.

May 11, 1938 - PRR Board approves the abandonment of the Pomeroy Branch between Thompson and Newark Center, Del.

May 23, 1943 - Atlantic City-New York train No. 1080 derailed on curve at Delair because of excessive speed; 14 killed

May 20, 1948 - PRR Philadelphia police training school graduates first class.

May 18, 1953 - PRR signs development contracts for Penn Center; Uris Brothers acquires parcel from 15th to 16th Streets south of Pennsylvania Boulevard for two 20-story office buildings.

May 20, 1958 - Forty LIRR trains delayed in evening rush hour after cars uncouple at Penn Station.

May 1963 - First of 38 "Silverliner II" MU cars for the PRR and 17 for the Reading are placed in service; top speed of 89 MPH.

May 10, 1968 - PRSL Board authorizes retiring Baldwin road switchers Nos. 6002, 6007, 6009, 6011, 6012, 6014 and 6026, removed from service on Jan. 2.

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

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

Saturday, May 26, 2018

Picnicrail '18 at Maier's Grove, Grove Drive, Blandon, PA from 1 PM until ?? . Sponsored by the Pottstown & Reading Chapter, NRHS. Evening show by E. Steven Barry and Frank Etzel. Barbeque chicken meal served at 5 PM. Adults \$16, children 3-12 \$8. To order tickets, send a stamped, self-addressed envelope with check payable to P&R Chapter, NRHS to Philip Reppert, 17 Adele Ave., Blandon, PA 19510-9750.

Wednesday, May 30-Sunday, June 3, 2018

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

Saturday, June 2, 2018

"*Spring Fling 2018*" at the Museum of Bus Transportation at the Antique Automobile Museum Campus, 161 Museum Drive (PA Rt. 39), Hershey, PA. Info: www.BusMuseum.org

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 railroading show, banquet, lectures, and train excursion. Info: www.klnl.org

Saturday-Sunday, June 9-10, 2018 thru Monday, Oct. 29, 2018



Railfest 2018: Hauling Black Diamonds on the Reading at the Reading Railroad Heritage Museum, 500 S. Third St., Hamburg, PA. Saturday, 10 AM to 5 PM; Sunday, Noon to 5 PM. Info: www.readingrailroad.org

Monday-Saturday, June 18-23, 2018

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

Saturday-Sunday, June 23-July 1, 2018

64th National TCA Convention at the Crowne Plaza Hotel, Warwick, RI. Info: 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

Sunday-Sunday, Aug. 5-12, 2018

NMRA 2018 National Convention at The Westin Kansas City at Crown Center, 1 East Pershing Rd., Kansas City, MO 64108. Info: <http://www.kc2018.org/>

Tuesday-Sunday, Aug. 7-12, 2018

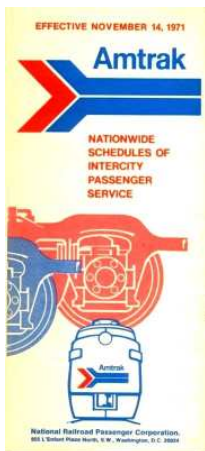
2018 NRHS Convention at The Ramada Downtown Cumberland, Cumberland, MD. Info: www.nrhs.com

Saturday, Aug. 11, 2018

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

Saturday, Sept. 8, 2018

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



TIMETABLE 05-18

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

Saturday, May 5, 2018

"*Oneida Clipper*" - The Lackawanna & Wyoming Valley Chapter of the NRHS will host a rare mileage excursion over the Reading & Northern Railroad. Info: www.laurellinesspecials.org

Wednesday-Saturday, May 9-12, 2018

PRRT&HS 50th Annual Meeting at the Blair County Convention Center in Altoona, Pa. with an "optional" train trip leaving from 30th street station Phila. to

Altoona on Wednesday, May 9 and returning on Sunday, May 13, including a trip around Horseshoe curve. Fare: \$1000.00 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

Friday-Sunday, May 18-20, 2018

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



Railroad Museum of Pennsylvania

ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

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 Railroading Days

Saturday-Sunday, Sept. 8-9, 2018 - Railroad Heritage Days



STRASBURG RAIL ROAD

SPECIAL EVENTS

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

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

Saturday, July 21, 2018 - The Great Train Robbery

Saturday-Sunday, Aug. 11-12, 2018 - Jazz at the Strazz

Saturday-Sunday, Sept. 15-23, 2018 - Day Out With Thomas

[STRASBURG FALLS VICTIM TO ONLINE THEFT](#)

STRASBURG, PA, Apr. 16, 2018, *Trains* News Wire - The Strasburg Rail Road, one of the oldest railroads in North America, dating its charter to 1832 and still primarily steam powered, has been hit by one of the most technologically advanced forms of crime: The company was the victim of a cyber attack last week that siphoned \$80,000 from its accounts.

Steve Barrall, the railroad's stationmaster, told local media the April 11 theft was "elaborate and sophisticated." He said company employees noticed unusual activity in corporate files on-line and Pennsylvania state police were notified. The railroad declined to elaborate for Newswire.

Barrall said the thieves gained access to corporate files and information, by which they were able to transfer funds out of an account. "At no time was any customer information or financial information compromised," he stated. The railroad's information technology specialists thwarted further attacks. Although Barrall said the railroad did not know where the funds had gone, they were working with its banking institutions to recover as much as possible.

The railroad, located in the heart of the Amish country near Lancaster and adjacent to the Railroad Museum of Pennsylvania, is one of the busiest and most popular tourist railroads in the nation and features among its services contract steam locomotive repairs. It even features a regularly schedule steam-powered working freight train.



APRIL, 2018 CHAPTER MEETING MINUTES

The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, April 16, 2018. The meeting was called to order at 7:40 p.m. by President Tom Shenk with 32 members and 5 guest present. President Tom Shenk led those assembled in the Pledge of Allegiance.

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

CHAPLAIN: In Chaplain David Stambaugh's absence, it was reported that Helen Snyder is receiving care at her home. Richard Rutledge reported that Marlyn Geesey is under the weather. Drew Schlecker's dad, Karl was

home but is now back in the hospital.

MEMBERSHIP: Guests at tonight's membership meeting: Fred Schneider III (who joined the chapter tonight), James McGinis, Eric Mendelson, Paul Rooney, Jeremy Kuitkowski. Helen Shaak reported there are a few Chapter members who have not renewed their memberships.

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of March. The Treasurer's Report will be kept for future audit.

CLEAN-UP DAY: Glenn Kendig announced Saturday, May 12, starting at 9 a.m., will be clean-up day at the Christiana Freight Station. Glenn announced there will be quite a few jobs to get done. We will have a dumpster to clean out the basement. There is also some painting to do. If interested in painting, we will need brushes and scrapers to scrap off the old paint. Glenn will have a list of things that have to be done. If you can not make the clean-up day, Glenn can assign you a particular job that you could do on another date.

PROJECTS: President Tom Shenk announced the Chapter is looking for a chapter member or a non-member with carpenter skills to help restore an old railroad baggage cart. If anyone is interested in helping with this project, contact Tom. Tom also announced the Chapter is looking for a model railroad club to occupy the Passenger Station, which is equipped with heat and air conditioning.

TRIP: Tom Shenk announced a possible trip for September 20-23, 2018. Highlights will be visiting the "ARK" in Kentucky and riding trains. This trip is still in the planning stages.

DONATIONS TO THE CHAPTER: Steve Himpl reported the following donations: 24 DVD's and 8 VHS tapes from Paul Baringer. NRHS Bulletin from years 1942 to 1988 from Mary Ann and Chuck Ulmann.

DONATIONS: Steve Himpl announced donations from the Lancaster Chapter to the Lancaster County's Historical Society as follows: "Career of a Champion-The Story of the first GG1." PRR Electric Locomotive GG1 4800-National Historic Mechanical Engineering Landmark. The Lancaster Chapter donated to The Manheim Historical Society, "National Railway Bulletin Volume 50, Number 5, from 1985. The Lancaster Chapter donated paperwork and maps for Lemo Tower and J Tower to the Strasburg Rail Road since they own the Tower. These items were donated by the late Fred Abendschein.

UPCOMING DATES: The Monday, May 21 Chapter Meeting will be an "Away" meeting held at The Red Lion Historical Society. We will see the "caboose" they restored (outside only). Parking is limited at the Station, but there is plenty of street parking. The meeting will be outside so please bring lawn chairs. The address for Red Lion is: 73 North Main Street, Route 24, Red Lion, Pa. 17356. Monday, June 18 Chapter Meeting will be the dedication of the Lantern donated to the Chapter. Paul Kutta will present the program.

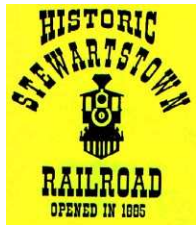
ANNOUNCEMENTS: Tom Shenk announced the Chapter Board approved funding 50% of the payment to Rail Camp for Graham Dirian to attend. Portions of Rail Camp will be held at the Strasburg Rail Road. Barry Schmitt reminded everyone about the Bricktown Model Railroaders Open House on Saturday, May 5, at Mount Union, Pa. Linda Himpl wrote the letter of support for Stewartstown Railroad to help them apply for a grant. Linda sent the letter to National. National sent a letter back stating Stewartstown never applied for the grant. Your Secretary would like to thank Linda for taking on the job of writing the letter. Steve reported there is a Lancaster sign for sale for \$2000.00. (Like the Christiana signs the Chapter already has).

ADJOURNMENT: The Chapter Meeting was adjourned at 8:10 p.m. for the program. Gerald Futej presented slides on the "Circus Train Finale."

Respectfully submitted by Donetta M. Eberly, Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



FORMER 'MA & PA' DIESEL TO JOIN STEWARTSTOWN ROSTER

STEWARTSTOWN, Pa., Mar. 20, 2018, *Trains* News Wire - The Friends of the Stewartstown Railroad Inc., a support organization reviving tourist operations on the namesake short line in south-central Pennsylvania, has arranged the donation of former Maryland & Pennsylvania SW9 locomotive No. 84 by York Railway Co., the company that took over the remains of the famed "Ma & Pa" short line. The unit will go into storage for evaluation and repairs before transfer to the Stewartstown Railroad, which connects to the former Pennsylvania Railroad line at New Freedom, Pa., now used by Steam Into History. No. 84 will remain in its current paint scheme as long as possible, according to Friends president Dave Watson.



No. 84 is a 1,200 hp SW9, built Sept. 1952, s/n 16330, order 6368-1, for the Pittsburgh & Lake Erie as its 8952, then was later renumbered to P&LE 1243, then sold to the Montour Railroad as its 85 before being acquired by the Maryland & Pennsylvania.

The railroad also donated a mechanized tie inserter and ballast regulator to the nonprofit, which the group plans to put into service as soon as possible to facilitate further track rehabilitation.

The Friends of the Stewartstown Railroad continue rehabilitation on trackage between Stewartstown and New Freedom and provides volunteer crews for operations. The original Stewartstown Railroad excursion operation, operated by the then for-profit Stewartstown Railroad Co., ceased operation in April 2004.

Donations toward No. 84's restoration and repairs can be sent to: Friends of the Stewartstown Railroad Inc., PO Box 456, Stewartstown, PA 17363. For more information on the Friends, go to www.stewartstownfriends.org.



State
Transportation
Commission

GOV. WOLF ANNOUNCES NEW INVESTMENTS IN RAIL INFRASTRUCTURE

HARRISBURG, PA, Mar. 27, 2018, Pennsylvania Governor Website - Today, Governor Tom Wolf announced the approval of 27 rail freight improvement projects that will help sustain more than 400 jobs across Pennsylvania.

The State Transportation Commission voted to approve \$32 million for the projects through the Rail Transportation Assistance Program (RTAP) and the Rail Freight Assistance Program (RFAP).

Pennsylvania, with 67 operating railroads, has more than any other state and PennDOT's focus is on working with private rail operators to assist in maintaining and improving the roughly 5,600 miles of freight lines in the state.

Following is a list of approved rail freight projects with the state share:

Allegheny County

Allegheny Valley Railroad Co., rehabilitate nearly 10 miles of the P&W subdivision from Bakerstown to Glenwood Yard, including replacing continuous welded rail and surfacing track to maintain safe rail operations, \$2.9 million.

The Techs Industries, rehabilitate about three miles of track including tie replacement and track surfacing at the MetalTech and GalvTech facilities in Pittsburgh to maintain safe rail operations, \$328,277.

Tube City IMS, LLC, rehabilitate about one mile of track in the West Mifflin

plant yard as part of a 4 phased project, including replacing turnouts and ties, track surfacing, and track realignment to increase efficiency of yard operations, \$700,000.

W J Beitler Co., construct a rail siding from Pittsburgh and Ohio Central Railroad to W J Beitler's facility, which will provide new freight rail service, \$250,000.

Allegheny and Washington counties

Wheeling & Lake Erie Railway Company, rehabilitate 18 railroad bridges on Wheeling & Lake Erie Railway Company's Pittsburgh and Rook Subdivisions including structural and bridge deck, \$2.3 million.

Beaver County

Shell Chemical Appalachia LLC, construct 10 miles of track from Aliquippa to Monaca, PA to transport construction materials for Shell's plant and outbound product from the completed plant, which will improve the efficiency of operations and safety, \$3.8 million.

Berks, Bucks, Lancaster, and Montgomery counties

East Penn RR LLC, rehabilitate 12 miles of track on the Lancaster Northern line and 11 miles of track on the Quakertown line, including ties and track surfacing to maintain safe operations, \$630,000.

Bucks County

Tyburn RR LLC, rehabilitate about one mile of track at Tyburn Railroad's Morrisville, truck transfer facility, including the replacement of 800 ties and track surfacing to maintain a state of good repair, \$92,400.

Cambria County

Gautier Steel, rehabilitate Gautier Steel's plant tracks including replacing ties and rail, which will improve rail and truck traffic to and from the facility, \$239,172.

Chester County

Arcelor Mittal Plate, LLC, replace six turnouts and rehabilitate 450 feet of track at Arcelor Mittal Plate's West Yard in Coatesville to improve track conditions, \$286,944.

Mittal Steel USA Railways, Inc., Rehabilitate approximately 700 feet of track and replace 4 turnouts at Arcelor Mittal Plate's Coatesville plant, including track re-alignment to support the movement of industry standard rail cars, \$362,943.

Clearfield and Indiana counties

RJ Corman RR Company, rehabilitate about 36 miles of track including rail, ties, ballast, and track surfacing on the Clearfield Cluster's Cherry Tree, Cresson, and Wallacetown subdivisions to improve the efficiency of operations and safety, \$4.2 million.

Clearfield and Jefferson counties

Buffalo Pittsburgh Railroad, Inc., rehabilitate about 20 miles of track between Brookville and Falls Creek, facilitating continued freight rail service to Brookville Equipment Corp., \$2.1 million.

Crawford County

Oil Creek Titusville Lines, Inc., rehabilitate Oil Creek Titusville's railroad bridge over Church Run including structural and bridge deck, \$40,425.

Dauphin County

Mittal Steel USA Railways Steelton & Highspire, rehabilitate approximately four miles of track, including the replacement of 10 turnouts, five crossings, and track surfacing to facilitate the safe movement of raw materials and finished steel products, \$2 million.

Norfolk Southern, realign Norfolk Southern's track in Middletown, which will provide greater clearances for rail freight trains and reduce track curvature, \$3.9 million.

Erie County

Western New York PA RR Co. LLC, rehabilitate approximately seven miles of track between Concord and Union City, including the replacement of ties and

rail, track surfacing, and repairing an at-grade crossing, which will improve safety, \$697,909.

Fayette County

Southwest Pennsylvania Railroad Co., replace and surface three miles of track with continuous welded rail from Broad Ford to the Fayette County line to improve safety and operations, \$1.8 million.

Lackawanna County

Scranton Transload Inc., rehabilitate .25 mile of track from Delaware-Lackawanna's line to Scranton Transload's facility including the replacement of 2 turnouts and surfacing of track which will allow for materials to be transported to the facility by rail instead of truck, \$700,000.

The Delaware-Lackawanna Railroad Co., Inc., rehabilitate 19 miles of the Carbondale Line and construct a 1,000-foot yard track, including ties, track surfacing, and bridge repairs which will improve operations and yard capacity, \$686,000.

Lehigh County

RJ Corman RR Co- Allentown, rehabilitate about 1.2 miles of track leading into and within RJ Corman's Allentown yard, including the replacement of ties and ballast and track surfacing to maintain track condition, \$266,673.

Montour County

United States Gypsum, construct approximately 2,000 feet of storage track at the United States Gypsum facility to accommodate longer unit trains and increase unloading efficiency, \$250,000.

Northampton County

Lehigh Valley Rail Management LLC, rehabilitate about four miles of track, including the replacement of ties, timbers, and turnouts in the River Interchange Yard to improve interchange operations, \$350,000.

Philadelphia

Phoenix Lithographing Corporation, construct approximately one mile of track, two turnouts, and an at-grade crossing in a Philadelphia industrial park to provide new rail service to Phoenix Lithographing Corp., \$700,000.

Somerset County

Corsa Coal, rehabilitate 10 miles of track from the CSX interchange to the Cambria Branch Plant in Berlin, to improve track condition and safe operations, \$345,861.

LCT Energy, construct about three miles of track from Norfolk Southern's interchange to LCT Energy's Laurel Plant, including an at-grade crossing, which will enable the plant to resume operation, \$700,000.

Westmoreland County

Westmoreland County Industrial Development Corp., rehabilitate approximately three miles of track from Radebaugh to South Greensburg by replacing jointed rail with continuous welded rail, that will improve the replacement of existing rail and steel components on the Radebaugh subdivision, \$1.7 million.



FRA: MORE THAN 100 POSITIONS OPEN WITH RAIL AGENCY

WASHINGTON, Apr. 9, 2018, *Trains* News Wire - "Safety inspector," "safety specialist," and "program analyst" are three job classifications Federal Railroad Administration officials say they have more than 100 slots for nationwide to fill as they search for qualified applicants.

In a recent statement from the FRA, about 20-percent of the job vacancies to be filled are related to the railroad industry's implementation of positive train control, but all posts are tasked with ensuring rail safety.

More information is available by searching "Federal Railroad Administration" on the USA Jobs website.

THIS MONTH'S BANNER PHOTO

Amtrak EMD Model E8 No. 410 at Buffalo, New York on March 11, 1977.



OPERATION LIFESAVER LAUNCHES E-LEARNING TOOL FOR FIRST RESPONDERS

WASHINGTON, DC, Apr. 3, 2018, Progressive Railroading - Operation Lifesaver Inc. (OLI) is offering a free online "Rail Safety for First Responders" program to help raise safety awareness when responding to rail-related incidents.

The interactive learning program "brings attention to the choices first responders often make around tracks and trains and is intended to help them safely traverse highway-rail intersections," said OLI Interim President Wende Corcoran in a press release.

Although it can take extra caution to navigate a railroad crossing while heading to an emergency, ambulance drivers, law enforcement officers, firefighters, EMTs and dispatchers can mitigate the risk by knowing what to do, Corcoran said.

Developed with input from first responders, OLI's e-learning program addresses railroad topics, crossing challenges, safety searches and incident responses.

OLI was able to create the program using funds from the Federal Railroad Administration and Federal Highway Administration.

The program may be accessed at www.oli.org/firstresponder

Tear Out and Save This Schedule
NEW FOR ALL OF 2018
RELAX AND VISIT HISTORIC JIM THORPE BY TRAIN
(Switzerland of America)
We'll do the driving!
Avoid parking fees in Jim Thorpe.
FREE PARKING AT BOTH READING OUTER STATION AND PORT CLINTON STATION

Make New Friends!

Smooth Ride
Open Windows
Climate Control

Try a New Experience!

Clean Restrooms
Cash Refreshment Car

ALL TRIPS DEPART FROM OUR READING OUTER STATION, OR FOR YOUR CONVENIENCE, WE ALSO DEPART FROM PORT CLINTON STATION.
(prices vary)
ENJOY THREE AND A HALF HOURS TO EXPLORE JIM THORPE!
We will drop you in the middle of downtown historic Jim Thorpe; a very short walking distance to most attractions.

- Lehigh Gorge Scenic Railway
- Asa Packer Mansion
- Old Jail Museum
- Pocono Biking
- Shops and Restaurants on Broadway

DATES	TIMES	PRICES
May 28 July 21 Sept. 9	Depart Reading Outer Station 9:00 AM	Reading Outer Station Departure: 3501 Pottsville Pike, Reading, PA 19605 \$32/per person
June 2 July 22 Sept. 15		
June 3 July 28 Sept. 16	Depart Port Clinton Station 9:30 AM	Port Clinton Station Departure: 1 Railroad Blvd., Port Clinton, PA 19549 \$30/per person
June 9 July 29 Sept. 22		
June 10 Aug. 4 Sept. 23	Arrive in Jim Thorpe By 11:20 AM	
June 16 Aug. 5 Sept. 29		
June 17 Aug. 11 Sept. 30	Depart Jim Thorpe 3:30 PM	
June 23 Aug. 12 Nov. 3		
June 24 Aug. 18 Nov. 4		
June 30 Aug. 19 Nov. 10		
July 1 Aug. 25 Nov. 11		
July 7 Aug. 26 Nov. 17		
July 8 Sept. 1 Nov. 18		
July 14 Sept. 2 Nov. 24		
July 15 Sept. 8 Nov. 25		

Our tickets are very reasonably priced, so trains sell out quickly as seating is limited.
NO TICKET SALES ON DAY OF TRIP
Arrive back at Port Clinton Station by 5:30PM / Arrive back at Reading Outer Station by 6:00PM
READING BLUE MOUNTAIN AND NORTHERN RAILROAD
Watch for Ads! Visit our website www.readingnorthern.com

BUY TICKETS: BY PHONE: 610-562-2102 ON OUR WEBSITE IN PERSON OR BY MAIL
Schuylkill Haven Station
12 West Main Street
Schuylkill Haven, PA 17972

“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

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 on Route 41 in Christiana at 7:30 AM. We need lots of help - please join us if you're able.

MAY 21, 2018 - MONDAY, 7:30 PM - RED LION AREA HISTORICAL SOCIETY, 73 N. MAIN ST., RED LION, PA 17356 (STATE RT. 24) - TOUR OF STATION, MODEL RAILROAD AND CHAPTER MEMBERSHIP MEETING

Open House and Tours of the station, caboose and model railroad start at 7:30 PM. Bring a lawn chair for the Chapter Meeting.

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

Dedication of the lantern donated to the Chapter. Program by Paul Kutta.

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 RAIL ROAD - “RIDE THE RAILS” CHAPTER MEMBERSHIP MEETING



SUNDAY, MAY 13, 2018



MONDAY, MAY 28, 2018

A CATENARY MODELER'S NIGHTMARE - PART II



A PHOTO NOT TO BE REPEATED! AEM-7DC No. 932 LEADS TRAIN No. 89, THE PALMETTO, INTO WASHINGTON, DC, FLANKED BY BRAND NEW ACS-64s Nos. 600 AND 602 ON MARCH 12, 2014. CLASSIC TRAINS PHOTO.

LANCASTER CHAPTER BOARD of DIRECTORS

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

MEMBERSHIP MEETING NOTICE

THE "AWAY" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE RED LION AREA HISTORICAL SOCIETY TRAIN STATION, 73 N. MAIN ST., RED LION, PA 17356 (STATE RT. 24), STARTING AT 7:30 PM. PLEASE BRING A CHAIR FOR THE MEMBERSHIP MEETING.

**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 !!!**

Forwarding and Address Correction Requested

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

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