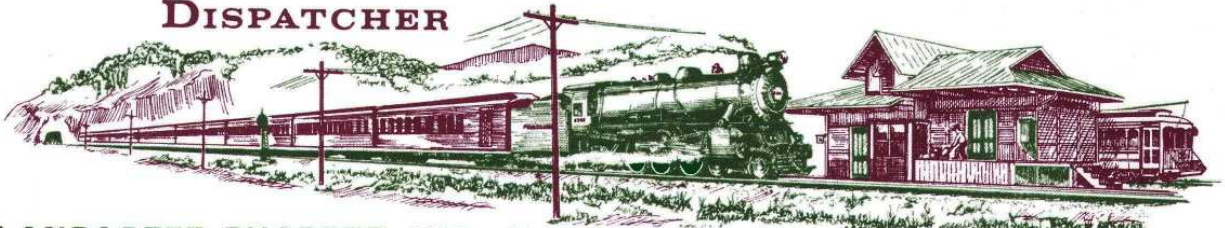


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PRR "PHILADELPHIA" PLATFORM POSTER BY HARLEY WOOD, CIRCA 1952



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



AMTRAK PLANS TO ADD 'HOT MEAL OPTION' ON TWO TRAINS

CHICAGO, June 5, 2018, Trains News Wire - Amtrak plans to add “a hot meal option” to dining service on the Capitol Limited and Lake Shore Limited, and says food-service changes on the two trains — which saw full dining cars give way to pre-prepared cold meals as of June 1 — offer passengers more dining choices.

These points come from a statement to Trains News Wire by Amtrak spokesman Marc Magliari, who wrote, “We are undertaking changes on the dining service to provide higher quality food with a modern service pattern that allows people to order what they want and have it provided when they want. People who want to dine in a communal way can keep that. People who want privacy or to work on their laptops while they’re dining, can dine in that way. We’re putting the decision-making into our customer’s hands, versus dictating to our customers how they have to accept their food.

“Amtrak sleeping car customers have always had the ability to choose to be served in their bedrooms and roomettes and this model makes that choice easier by offering a selection of meals that are made fresh and are readily enjoyed by customers in their sleeping compartments or at tables in a private area only for sleeping car customers. These food service cars were infrequently used by coach customers.

“A hot meal option will be coming at future date as we are gathering feedback from our customers to understand preferences.”

The statement was issued in response to a News Wire story in which Amtrak unions expressed their concern over the elimination of the full diners, and the effect on Amtrak on-board staff.

AMTRAK WORKS TO REFRESH ACELA EXPRESS TRAIN INTERIORS

WASHINGTON, May 14, 2018, Trains News Wire - Amtrak is investing in an extensive refresh of its train interiors on the entire Acela Express fleet, which travels along the Northeast Corridor between Boston and Washington, aimed at introducing a more modern and comfortable customer experience.



“Customers expect a premium experience when they board an Acela Express train, and these updated interior features will provide a more comfortable, refreshed look and feel — whether you want to relax, move about freely, work, or play,” says Amtrak CEO and President Richard Anderson.

The Acela Express refresh is a 10-month program for all of its 20 trainsets, which includes 100 Amtrak cars and 6,080 total seats. Each trainset will be refreshed individually with new cushions and covers for all business class and first-class seats, new carpet for the aisle runner and a deep clean. The total investment is valued at more than \$4 million.

The refresh will take less than a year to complete and customers can expect a progression of upgrades during that time, with this approximate delivery schedule:

- May 2018: The first trainset will be refreshed and returned into revenue

service;

- June 2018: The second trainset will be refreshed and returned into revenue service

- June 2018 to March 2019: Two trainsets refreshed per month.

Amtrak schedules will not change due to the refresh. The refresh will occur in advance of the debut of the next generation Acela trainsets Amtrak announced in August 2016, which will provide 40 percent more trains, one-third more passenger seats with the same personal space and high-end comfort, more service, better amenities and a smoother ride. The first trainset prototype will be ready for testing in 2019, and will enter revenue service in early 2021. All trainsets in the current fleet will be retired in early 2022.

Materials from the existing Acela cushions and covers will be reused, recycled and turned into carpet padding, while the leather will be up-cycled and converted into handbags, wallets, and other consumer goods.

AMTRAK TO IMPROVE NATIONAL NETWORK LOCOMOTIVE FLEET

WASHINGTON, June 1, 2018, Amtrak MEDIACENTER - With demand for Amtrak service at record levels, Amtrak is moving to either acquire new locomotives or rebuild its current diesel fleet of locomotives to supplement and replace its aging National Network diesel locomotive fleet used on Long Distance and some State Supported routes.

In a Request for Proposals (RFP), Amtrak is seeking to rebuild its current diesel fleet or purchase a minimum of 50 to 75 next-generation locomotives, with options to rebuild or acquire additional units. The locomotives will offer the latest safety features, have more horsepower, and the lowest emissions possible.

“Our diesel locomotive fleet is nearing the end of life expectancy and we must act now to modernize Amtrak for the future,” said Amtrak President & CEO Richard Anderson. “We expect that any new, state-of-the art locomotive will offer improved reliability, a smoother ride, improved safety features and make major contributions towards lowering emissions and we’ll also consider how rebuilding options of the current fleet could achieve these goals.”

The rebuilt or new locomotives will primarily replace Amtrak’s aging P40 and P42 locomotives, some of which have been in service for more than 25 years. As part of the contract award for the locomotives, Amtrak will also seek to enter into a multi-year Technical Support, Spares and Supply Agreement to ensure an optimal and cost-effective maintenance strategy.

Amtrak is working aggressively to make immediate changes to the customer experience with improvements including refreshed trains, new fare structures, improved on-time performance, enhanced Wi-Fi connectivity, upgraded facilities and expanded onboard experience options.

Additionally, the rebuilt or new locomotives are part of Amtrak’s long-term upgrades that include buying modern equipment, including new Acela trainsets; ongoing improvements at New York Penn Station and the new Moynihan Train Hall; and further development of stations in Chicago, Washington, D.C., Baltimore and Philadelphia.

AMTRAK RULE WOULD END USE OF PRIVATE-CAR OBSERVATION PLATFORMS

WASHINGTON, June 15, 2018, Trains News Wire - Private-car owners and guests on cars with observation platforms would no longer be able to ride those platforms on any Amtrak-operated train under rules proposed in a

new safety manual for private car operators.

The 14-page document contains a long list of safety items outlining how private car operators should behave, dress, and communicate in order to maintain a positive relationship between Amtrak and their host railroads. Amtrak is reminding private car operators to comply with the same safety guidelines as railroad employees.

But among the proposed safety-related criteria is a new guideline that concerns open-platform riding. In the section on private car operations, Amtrak states:

“It is not permissible at any time for Private Car Owners and their guest to be on the Observation Deck of any Private Car attached to an Amtrak Revenue Train or Amtrak Charter Train while the train is in motion. Failure to adhere to this safety rule could result in the private car owner being suspended or revoked from operation on any Amtrak Train or Charter Train.”

The proposed changes have not yet gone into effect, but passenger car groups such as the Railroad Passenger Car Alliance are calling on their members to provide feedback.

The rules would be the latest in a series of changes that have dramatically reshaped and limited use of private cars on Amtrak trains. Also, private car groups learned this week that effective June 11, Amtrak’s mechanical facilities will no longer allow private car operators to pay for some contracted inspection services. Instead, private car operators will go through the railroad’s approved list of contractors for annual, 10-year, and 40-year inspections. The railroad will coordinate these efforts with private car operators through its consolidated national operations center in Wilmington, Del.



[CSX TRANSPORTATION CLAIMS FIRST-QUARTER OPERATING RATIO CROWN](#)

May 9, 2018, Trains News Wire - CSX Transportation has claimed the industry’s lead in operating ratio by vaulting to first place from

its second-to-last position a year ago.

The railroad’s closely watched operating ratio was 63.7 percent in the first quarter, down from an adjusted 69.4 percent a year ago, and 0.9 points ahead of the second-place railroad, Union Pacific. Absent the adjustments for one-time items, CSX’s operating ratio was 73.2 percent a year ago.

The CSX operating ratio improvement, independent analyst Anthony B. Hatch says, was a “great tribute” to the impact of former CEO E. Hunter Harrison’s implementation of Precision Scheduled Railroading, as well as the recovery after service problems last summer and fall.

“Overall, operational performance is not where it needs to be, yet, but we begin to see why CSX has nothing to apologize for at present,” Hatch says. CSX executives aimed to put the improvement in perspective on the railroad’s earnings call last month.

“The plan recently laid out at our investor conference is a three-year plan,” CEO James Foote says. “We’re only one quarter in, one out of 12, and we still have a lot of work to do to achieve our goals. The good news is that every day I feel a little more confident in our ability to deliver on these targets.”

The improvement put CSX on a path toward its goal of a 60-percent operating ratio by 2020, Chief Financial Officer Frank Lonergo says.

“As we demonstrated in the first quarter, we expect a solid step-down each year in the operating ratio,” Foote says. “There remains significant work ahead in order to deliver on our 2020 target.”

But Foote says he “wouldn’t draw any kind of drastic conclusions from the enormous step-down we just had in one quarter.”

Indeed, CSX’s operating-ratio ranking improvement was accomplished with some help.

First, the accounting rules change that disproportionately affected longtime industry leaders Canadian National and Canadian Pacific nudged their operating ratios up at the same time they had higher operating costs due to harsh winter weather and congestion.

Second, the first-quarter operating ratios tend to bounce around more than in other quarters due to the impact of winter weather — and analysts say not to read too much into any one quarter’s operating ratio.

Third, the reduction in operating ratio at CSX, Hatch points out, was helped along by a trio of items found in the fine print: a 96-percent increase in “other revenues,” such as demurrage; a \$30 million-increase in real estate sales versus \$2 million a year ago; and a doubling of equity earnings of affiliates such as the Indiana Rail Road, Conrail, and TTX, to \$25 million.

But the operating ratio improvement is sustainable because of the cost-reductions and efficiency gains the railroad has made.

“We’re handling just about the same amount of volume that CSX ... handled a year ago with eight fewer hump yards, 1,000 fewer locomotives, 4,000 fewer employees, 20,000 fewer railcars,” Foote told investors and analysts on the railroad’s earnings call.

Foote became CEO in December after the death of Harrison at age 73. Harrison was named CEO in March 2017 with a mandate to boost profitability at the eastern railroad.

A CSX representative says that the railroad “will continue to focus on making improvements in safety and service in our goal of becoming the best run railroad in North America.”

First Quarter Operating Ratio			
Railroad	2018	2017	Change
CSX Transportation	63.7	69.4	-5.7
Union Pacific	64.6	65.2	-0.6
Kansas City Southern	65.8	65.4	0.4
Canadian Pacific	67.5	65.6	1.9
Canadian National	67.8	61.8	6
BNSF Railway	68.5	69.2	-0.7
Norfolk Southern	69.3	70.6	-1.3

Note: Canadian operating ratios for first quarter 2017 are adjusted to reflect new accounting rules.

[CSX TRANSPORTATION CURTAILS OPERATIONS AT CUMBERLAND, MD., LOCOMOTIVE SHOP](#)

JACKSONVILLE, Fla., May 17, 2018, Trains News Wire - CSX Transportation has laid off about 100 workers at its locomotive shop in Cumberland, Md., as it reduces the facility from 24-hour operation to one daily shift.

Workers at the former Baltimore & Ohio shop were informed on May 11. The Cumberland Times-News reported that 96 workers and four supervisors were laid off.

CSX would not confirm the number of employees affected, noting that some of them will be eligible to transfer to positions elsewhere on the railroad.

“CSX informed employees last Friday that some positions in Cumberland were being eliminated as part of an ongoing company-wide review of operations to improve efficiency and safety and to better serve customers,” a CSX representative says.

The downsizing of the shop is in line with the reduction in the number of active locomotives in the CSX fleet. At the end of March, CSX reported an active locomotive fleet of 2,900 units, down 863 units from the first-quarter average a year ago. The railroad has 600 units stored serviceable.

Cumberland’s location on the edge of coal-mining country likely didn’t help the shop’s prospects. While coal traffic is up this year, it remains 47 percent

below the year-to-date volume of 2011.

Cumberland's car shop is not affected by the layoffs.

Last year the yard hump was idled at Cumberland, one of eight classification yards systemwide that was converted to flat-switching as part of then-CEO E. Hunter Harrison's sweeping operational changes.

CSX reduced its workforce 14 percent in 2017, including the elimination of 3,300 employees. The railroad expects to reduce its workforce by around 2,200 positions this year, bringing its headcount to 25,000 by year's end.

The layoffs are a byproduct of operational efficiency gains at CSX, which is moving the same amount of tonnage on fewer, longer trains.

The strategy has enabled the railroad to use far fewer locomotives and freight cars – and therefore fewer train crews and mechanical forces, Chief Financial Officer Frank Lonegro said at an investor conference this week.

The railroad is halfway to its anticipated workforce reductions this year, Lonegro says.

[CSX HIRES CONSULTANT TO CONDUCT SAFETY ASSESSMENT](#)

JACKSONVILLE, May 29, 2018, Progressive Railroading - CSX Corp. has selected global consulting firm DEKRA Inc. to conduct a comprehensive assessment of the Class I's safety performance.

The assessment is a "key component of CSX's intensified focus on improving safety performance for its employees, customers and the communities in which it operates," according to a CSX press release.

DEKRA's assessment of CSX will begin in June and is expected to be completed in fall, they said.

"We look forward to this independent assessment where we will learn about areas of opportunity to further enhance our safety performance to be the best in the industry," said CSX President and Chief Executive Officer James Foote.

Foote announced earlier this month at this year's annual shareholders meeting that CSX would put more resources into safety. In addition to hiring the consulting firm, the Class I would soon announce a new safety officer, he said at the time.

[CSX SOLICITS BIDS ON SIX ADDITIONAL RAIL SEGMENTS](#)

JACKSONVILLE, Fla., June 06, 2018, CSX News Release - CSX Corporation today announced it is soliciting bids on six additional rail segments as part of a broader initiative to drive asset utilization, enhance network efficiency and create long-term value for the company. The decision to market these non-core properties, totaling approximately 650 miles, follows a detailed evaluation of each line and its potential to be operated more effectively by a highly qualified, third party.

CSX is soliciting bids for the following non-contiguous properties:

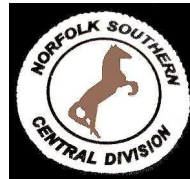
- Massena Line: Line extending north from Syracuse, NY to Canada
- Baldwinsville Subdivision: Branch line west of Syracuse, NY
- West Albany and Rensselaer, NY: Collection of properties near Albany, NY
- Cumberland Valley: Feeder lines extending east of Corbin, KY
- Eastern North Carolina: Branch lines terminating in Grangers and Plymouth, NC
- Marietta Subdivision: Branch line extending north out of Parkersburg, WV

The company is committed to ensuring that local operators create continuity of service for customers as it seeks buyers with an interest in cultivating and growing traffic on these lines. Providing excellent service remains a priority for CSX, and no short-term impacts on customers are expected as a result of this effort.

"CSX is reviewing every aspect of the company's network to be sure that each asset is maximized for efficiency and adds value to our company's long-term business needs," said James M. Foote, president and chief

executive officer. "We believe these efforts will identify a robust pipeline of opportunities that will deliver material value to CSX over the next several years."

This initiative will allow CSX to focus on improving the operational performance of its core network, enhancing asset utilization, reducing transit times and creating a more reliable service product. These lines may be purchased by one buyer, multiple buyers or may not be sold at all, depending on the bids received.



[NS TO REOPEN DEBUTTS YARD HUMP](#)

BOSTON, May 15, 2018, Trains News Wire - Norfolk Southern will reopen the yard hump at DeButts Yard in Chattanooga, Tenn., as it works to ease congestion amid rising traffic volumes, CEO Jim Squires told an investor conference today.

Service has suffered on NS due to congestion on the southern portion of its system, with train speeds down and terminal dwell up significantly compared to last year. The key performance metrics are not rebounding, to the chagrin of both NS and its customers.

"We're holding our own against strong volume growth," Squires says. "Volume on our network is at a 12-year high."

Part of the plan for restoring service levels involves reopening the hump at Chattanooga in what Squires called a "hybrid hump operation."

The hump will classify traffic for local customers, Squires says. But the yard also will still serve as a block-swapping facility, in line with operating plan changes made after the hump was shut down in May 2017.

Terminal dwell is up at NS yards across the south, and dwell at Chattanooga has risen sharply since the hump was idled. It was 33.5 hours in the second quarter of 2017, but averaged 49.5 hours in April and last week was 62.7 hours, according to data reported to the Association of American Railroads.

NS retained the DeButts hump itself, Squires noted, but removed the retarders that slow cars on their descent into the classification bowl. The retarders are being re-installed.

It was not immediately clear when the hump would reopen.

"We are installing retarders as part of reopening the hump yard at Chattanooga," NS spokeswoman Susan Terpay says, adding that she did not have a specific date that hump operations would resume.

NS was unable to provide information on what reactivation of the hump means for employment levels at the yard.

Retaining humps allows the railroad to have resiliency and operational flexibility when traffic rises, Squires says. A hump yard can absorb surges in traffic and meter the flow of volume by holding cars until they are ready to be released to customers, the CEO says.

But NS remains committed to building large blocks of cars and swapping them en route to minimize handling and speed shipments where possible, Squires says.

NS, which leased 90 locomotives in the first quarter, has added another 50 leased units to the fleet, Squires says. The additional units will help handle traffic growth and enable the railroad to convert 120 older six-axle DC units to like-new AC-traction locomotives as part of its ongoing DC-to-AC conversion program.

The railroad also has hired 400 new conductors to keep its train and engine crew headcount up.

"Customer service is not where we want it to be," Squires says. "I want our customers to feel fully satisfied with the service they are getting from us, and right now many of them don't."

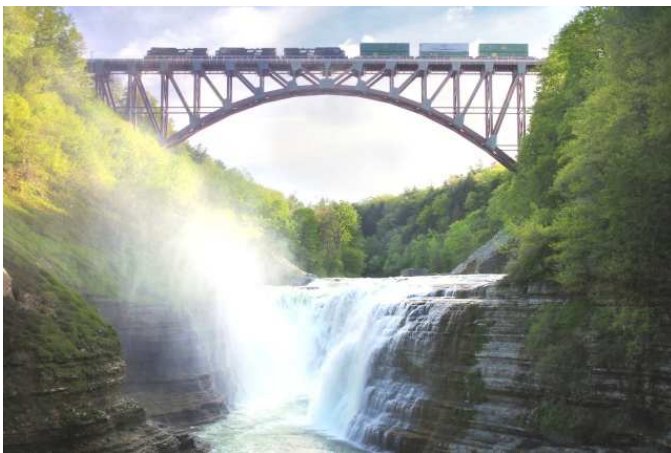
Despite the operational challenges, NS had the strongest volume growth among the Class I railroads for the year to date, Squires says, and demand for rail service is the strongest he's ever seen.

Squires spoke at the Bank of America Merrill Lynch 2018 Transportation Conference.

NORFOLK SOUTHERN AND NEW YORK STATE USHER IN A MODERN ERA FOR FREIGHT RAIL WITH DEDICATION OF NEW RAILROAD BRIDGE - THE GENESEE ARCH BRIDGE

CASTILE, NY, May 24, 2018, Norfolk Southern News Release (Edited) Ushering in a modern era for freight rail in New York's Southern Tier, Norfolk Southern and New York State officials, along with many supporters, today dedicated a new steel arch railroad bridge that spans the "Grand Canyon of the East."

Surrounded by scenic Letchworth State Park, the \$75-million bridge expands freight rail capacity and economic opportunities for businesses and communities across the Southern Tier and Finger Lakes. Constructed through a public-private partnership, the single-track arch structure replaced a 19th-century-era bridge that restricted train speeds and rail car weights and had become a major transportation bottleneck.



GENESEE ARCH BRIDGE - NORFOLK SOUTHERN, JOHN KUCKO DIGITAL

In recognition of a new beginning, Norfolk Southern CEO James A. Squires announced that the bridge, which spans the 235-foot-deep Genesee River Gorge, has been named the Genesee Arch Bridge. That name received the most votes during a bridge-naming campaign on social media.

"The successful partnership we are here to celebrate demonstrates that big things can be accomplished when the private sector and the public sector work together to achieve common goals," Squires said. "The new Genesee Arch Bridge is literally a bridge to the future. It represents our shared commitment to support jobs and economic growth that will benefit businesses and communities across New York for generations to come."

Norfolk Southern partnered on the project with the New York State Department of Transportation, the New York State Office of Parks, Recreation and Historic Preservation, the Finger Lakes Regional Economic Development Council, and the Federal Highway Administration.

Located between Buffalo and Binghamton on the railroad's Southern Tier Line, the 963-foot-long bridge connects New York businesses to markets in the Midwest and New England, trade with Canada, and access to New York City. After two years of construction, Norfolk Southern began operating trains in December over the new span, constructed 75 feet south of the former bridge.

In addition to enhancing rail safety and operating efficiencies, the new span enables Norfolk Southern to transport rail cars loaded to the industry standard 286,000 pounds, an important benefit for shippers. The old iron truss bridge it replaced – built in 1875 by the Erie Railroad and unable to support modern freight rail needs – created supply-chain inefficiencies. Rail car weights had to be reduced 13,000 pounds below the standard, and train speed was restricted to 10 mph. Trains crossing the new bridge are

operating at up to 30 mph with fully loaded cars.

New York-based businesses benefitting include 10 short line railroads that service and connect local industries to Norfolk Southern's network. Norfolk Southern transports freight across the Southern Tier for about 1,100 customers in more than 20 states.

New York State funded \$15.5 million for the bridge's design and construction, including a \$2 million grant from the Finger Lakes Regional Economic Development Council and \$13.5 million in state and federal funds through the New York State Department of Transportation. Norfolk Southern invested \$59.5 million. The project qualified for funding through the Federal Highway Administration's Congestion Mitigation and Air Quality improvement program, in recognition of freight rail's environmental benefits of reduced carbon emissions compared with shipping goods by truck.

"This modern engineering marvel demonstrates Norfolk Southern's commitment to meet our customers' transportation needs while being good stewards of the environment," said Vice President Engineering Phil Merilli. "Only a few arch bridges of this type have been built by the rail industry in the past century, making this a truly unique experience."

Through the partnership, Norfolk Southern improved trails and public access to Letchworth State Park and preserved portions of the old bridge for use in historical exhibits. The new bridge's arch design minimizes the railroad's environmental footprint in the Genesee River and frames a striking view of the river gorge.



UNION PACIFIC OPERATES PASSENGER SPECIAL TO NEW JERSEY

CHICAGO, May 31, 2018, Trains News Wire - Union Pacific dispatched its business train from Council Bluffs, Iowa, eastward on Wednesday towards Croxton, N.J., via Chicago. The special, symbolized PCHCH3 30 departed early in the morning of May 30, according to a source close to the railroad, arriving in Proviso Yard in the Chicago area around lunchtime. The train was powered by ES44AH No. 2752 and SD70AH's Nos. 1943 and 9082 from Council Bluffs to Chicago where it was handed over to Norfolk Southern for the balance of the trip.



NORFOLK SOUTHERN TRAIN 066 ROUNDS HORSESHOE CURVE WITH UNION PACIFIC RAILROAD'S OFFICE CAR TRAIN, LED BY THE "SPIRIT OF THE UNION PACIFIC", SD70ACE #1943 ON MAY 31, 2018, HEADING FOR AN EVENT IN HARRIMAN, NY - NORFOLK SOUTHERN PHOTO.

In order to enable the train and locomotives to remain intact for the trip to New Jersey over NS, UP removed its own cab signaling on SD70AH's Nos. 1943 and 9082 in Council Bluffs and installed Norfolk Southern cab signals. This would enable No. 1943 which is specially painted to honor U.S. Armed Forces to lead on NS, with No. 9082 also equipped to lead in case of a failure with No. 1943 en route. As a result, Union Pacific had to add UP No. 2752 from Council Bluffs to Chicago since this route is equipped with UP cab signals.



NORFOLK SOUTHERN TRAIN 066 WITH UNION PACIFIC OCS ON ROCKVILLE BRIDGE, HARRISBURG, PA., MAY 31, 2018 - PHOTO COURTESY OF SD40GMA.

At Proviso, UP removed No. 2752 from the train, which continued east from Chicago as Norfolk Southern train 066-30. It's expected to return west from Croxton on June 4 to Council Bluffs.

The train is traveling to Harriman, New York for the 100th anniversary of Brown Brothers and Harriman, one of the oldest banks in the country.



CARNIVAL CORP. TO ACQUIRE WHITE PASS & YUKON RAILWAY

SKAGWAY, Alaska, June 7, 2018, Trains News Wire - Carnival Corp., owners Carnival Cruise Lines and Holland America Princess Alaska Tours, will acquire White Pass & Yukon Route Railway from its owners, TWC Enterprises Ltd. The acquisition includes White

Pass' port, railroad and retail operations in Skagway. The transaction is scheduled to close July 31, 2018.

The 3-foot gauge White Pass & Yukon links Skagway with Whitehorse, Yukon Territory. Passengers are ferried by ship through the Port of Skagway to the trains. The railroad began construction in 1898 during the Klondike Gold Rush. It was completed in 1900 and remained in operation until 1982, carrying significant amounts of ore and concentrates to Skagway to be loaded into ships. With the increasing popularity of cruise ships traveling to Alaska, WP&Y was revived in 1988 as a heritage railway operating excursions between Skagway and White Pass Summit. The active line was extended to Bennett in the 1990s and to Carcross in 2007.

WP&Y equipment includes 20 diesels, 69 restored and replica passenger coaches and two Baldwin steam locomotives: 2-8-0 No. 69 built in 1907 and 2-8-2 No. 73 constructed in 1947.

In addition to the acquisition, Holland America Princess Alaska Tours also executed a memorandum of understanding with Survey Point Holdings Inc., an Alaskan company based in Ketchikan, and several of its affiliated companies. The memorandum will create a joint venture making Survey Point the managing partner of the port, White Pass Scenic Railway, and associated retail operations that Carnival is acquiring from TWC Enterprises. Carnival said the partners plan to make investments that will include expansion of docking facilities to accommodate the newest generation of cruise ships.

The memorandum also outlines that Survey Point, P3 Group and Rail Management Services – an affiliate of Survey Point – will own a majority stake in the company, and Carnival will retain a minority position in the enterprise. Rail Management Services is an affiliate of Survey Point and is the nation's largest operator of rail terminals. Under the agreement, Survey Point will continue managing White Pass & Yukon's day-to-day terminal operations and customer relations, the company said.



CONNECTICUT, MASSACHUSETTS OFFICIALS CELEBRATE CT RAIL STARTUP

HARTFORD, Conn., June 15, 2018, Trains News Wire - Two ceremonial ribbons were broken on Friday morning as trains arrived at Hartford Union Station from both New Haven, Conn., and Springfield, Mass., to commemorate the start of

service on Connecticut's long-awaited Hartford Line. Connecticut Governor Dannel P. Malloy and other dignitaries rode the northbound train from New Haven, while U.S. Rep. Richard Neal, D-Mass., and other officials rode south on their own train from Springfield. Union Station is located in a single-track section of the 62-mile route, and each train burst through a separate banner prior to inauguration ceremonies.

The new service substantially increases train frequency on the route. On weekdays, 17 round trips operate on the 36 miles between New Haven and Hartford. Twelve of those trips continue the additional 26 miles to Springfield.



THE CTRAIL INAUGURAL EXTRA, CARRYING GOV. DANNEP P. MALLOY, BREAKS A CEREMONIAL BANNER AT HARTFORD UNION STATION, ON JUNE 15, 2018 - SCOTT A. HARTLEY

Planning for rebuilding the infrastructure and increasing service levels on the Amtrak-owned line began in 2005, and the project gained momentum following the High-Speed Intercity Passenger Rail Program in 2009. Federal stimulus funds also were essential, as

mentioned by several of the speakers. More than \$200 million from the Federal Railroad Administration and Federal Transit Administration bolstered the state's contributions for the \$769 million project. The largely single-track route, with a right of way and much of its engineering dating to the 1840s, received extensive work, including portions of double-tracking. Sections of the route now have 110 mph speeds, although current CTrail equipment runs at a maximum of 80 mph. The line is owned by Amtrak, and is dispatched and maintained by the carrier. Of the 17 daily roundtrips, nine consist of Amtrak equipment and are run by Amtrak crews. Amtrak trains are slightly faster, as the carrier's P42/Amfleet equipment is permitted to operate at the line's higher maximum speeds. The other eight roundtrips are CTrail trains handled by Connecticut's contract operator, TransitAmerica Services/Alternate Concepts. New fares are lower than the previous Amtrak charges, and tickets from either carrier will be honored on any train. The on-line timetable shows both Amtrak and CTrail trains, and lists Amtrak and Metro-North connections at New Haven and Amtrak connections at Springfield.

Connecticut's passenger rail operations can be a bit confusing. In addition to the interesting mix of Amtrak and CTrail trains serving the Hartford Line, Amtrak crews run the state's Shore Line East service on Amtrak's Northeast Corridor, and Metro-North is the service provider for commuter trains between New Haven and New York City. Initially, Hartford Line passengers will be able to purchase Metro-North tickets on station machines.

The project has faced more challenges during the final months. Earlier this year, state elected officials and local media questioned the Department's choice of leasing 30-year-old coaches from the Massachusetts Bay Transportation Authority. Original plans to equip the Hartford Line with cars from the DOT's Shore Line East service fell through because of a shortage of state-owned Metro-North M8 electric multiple unit cars and the need to electrify three segments of trackage on the corridor. The MBTA cars were chosen as they were more compatible with the Hartford Line's needs and

were considerably less expensive than leasing push-pull equipment from the Maryland Transit Administration MARC commuter rail agency, according to the DOT.

And just four days before the official start of Hartford Line service, on June 12 the Federal Railroad Administration reversed an earlier decision to allow the leased MBTA cars to operate with bathrooms that did not comply with the Americans With Disabilities Act. For now, the CTrail Hartford Line trains will run with locked toilet doors. (Amtrak Amfleet equipment has ADA-compliant toilets.) Six of the nine Hartford Line stations do not have toilets, either, and the Department of Transportation was working quickly to have ADA-compliant portable toilets installed at those locations. A DOT spokesman told Trains News Wire that each of the four CTrail train sets should be in service with an accessible toilet by early 2019.

Another positive announcement came earlier this week when Massachusetts Gov. Charlie Baker announced plans for two daily train round trips north of Springfield, 36 miles to Greenfield (on the route of Amtrak's Vermonter), perhaps as early as 2019. The announcement suggests that these trains will be extensions of the CTrail Hartford Line service.

For more information and schedules, see www.hartfordline.com.



NJT: \$600MM FOR PORTAL NORTH BRIDGE

NEWARK, NJ, June 13, 2018, Railway Age

New Jersey Transit's Board of Directors on June 13 approved a financing agreement with the New Jersey Economic Development Authority (NJEDA) that provides up to \$600 million toward the construction of the first phase of a new Portal Bridge, a key component of the ambitious Gateway Project to improve passenger rail service between New York City and New Jersey. The funding commitment "solidifies New Jersey's local share of the project cost," NJT said.

The resolution authorizes NJT Executive Director Kevin Corbett and New Jersey Department of Transportation Commissioner and NJT Board Chair Dianne Gutierrez-Scaccetti to execute and deliver the funding agreement with the NJEDA, which will issue up to \$600 million in bonds from the state's Transportation Trust Fund (TTF), to be repaid over a 30-year term. This same funding structure was utilized in 1999 for the construction of NJT's RiverLINE light rail system.

The existing Portal Bridge, built in 1910 by the Pennsylvania Railroad as part of the New York Improvements project, is a two-track, swing-type drawbridge that spans the Hackensack River in New Jersey. In recent years



THE PRESENT PORTAL BRIDGE IS SUBJECT TO MECHANICAL FAILURE AND HAS BECOME UNRELIABLE IN RECENT YEARS.

it has, due to its age, become an expensive maintenance nightmare for the Amtrak B&B crews responsible for its upkeep. It is known as the Achilles Heel of the Northeast Corridor, as it is a major choke point for NJT and Amtrak

trains.

Design and engineering plans for the new Portal Bridge call for twin two-track, fixed-span structures: Portal North Bridge (phase 1) and Portal South Bridge (phase 2), together costing an estimated \$1.5 billion. The new bridge will have clearance that accommodates current and forecasted maritime traffic, eliminating the need for a moveable span that interrupts rail operations and results in delays due to mechanical failures.

Portal North, fully designed and permitted, is included in the NJT/NJEDA

resolution. Just under 2.5 miles long, it will, when completed, provide a 10%



PORTAL NORTH BRIDGE AND PORTAL SOUTH BRIDGE WILL DOUBLE EXISTING CAPACITY.

increase in peak-hour passenger capacity. Portal South is proposed as part of the Gateway Program, and when complete will double train capacity, combined with two new Hudson River tunnels.

On July 14, 2016, NJT entered into the Project Development phase of the FTA's Capital Investment Grant (CIG) program. The Preliminary Design Phase for construction of Portal North is complete and a Record of Decision was received from the FTA in July 2017. Early Work construction, including utility relocation and right-of-way acquisition, is under way. NJT is the project's sponsor.

In September 2017, NJT applied for CIG funding that, if approved by the FTA and received by NJT, would cover a portion of all project costs. NJT and NJEDA will support the application for CIG funds to move forward with an improved rating.

"We're not going to kick the can down the road any longer," said Gutierrez-Scaccetti.

"Our customers have suffered far too long from the outdated, unreliable Portal Bridge," said. "A new bridge can't wait any longer."

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JULY

July 1901 - PRR contracts for two new bridges over the Schuylkill River between Broad Street and West Philadelphia flanking the existing one.

July 1, 1906 - First test run of West Jersey & Seashore Railroad electric MU equipment out of Camden; cars at built by J.G. Brill, American Car & Foundry's Wilmington Plant and Wasson of Springfield, Mass.; 62 wooden Class MP1 coaches and 6 Class MBM1 baggage and mail combines; electrical gear by General Electric Company.

July 3, 1911 - Brakeman's error switches Atco-Camden local No. 218 across main line at Lucaston, N.J., directly into path of Philadelphia-Atlantic City Express No. 185, which cuts through it at top speed; two killed and 17 injured.

July 2, 1916 - Pres. Rea issues poster to PRR's 225,000 employees urging them to vote against Brotherhoods' call for a strike.

July 27, 1921 - PRR contracts with City of Philadelphia for construction of 60th Street Branch in Southwest Philadelphia.

July, 1926 - New Overbrook Tower placed in service.

July 17, 1931 - City of Philadelphia issues a building permit for 30th Street Station.

July 12, 1936 - PRR operates its first "Off the Beaten Track" railroad fan trip for Philadelphia Chapter of NRHS; runs Philadelphia-Whitemarsh-Columbia-Enola-Harrisburg-Lancaster-New Holland-Philadelphia with G5s No. 5725 and 5 coaches and about 200 fans; success prompts PRR to operate more excursions for railfan groups and on its own account until World War II; 3 similar trips are operated in the next 3 months.

July 15, 1941 - Southbound platform canopy at Wilmington station extended

to 14-car length and northbound platform to 12-car.

July 8, 1946 - PRR's Hulett ore unloaders at Cleveland load 970 cars with 61,530 tons of ore in 24 hours.

July 11, 1951 - Fire on PORTAL drawbridge in Jersey Meadows halts traffic on Northeast Corridor for 5 ½ hours; service restored on morning of July 12.

July 10, 1956 - LIRR begins installation of reverse signaling between Jamaica and Hicksville; to be completed in 1957.

July 24, 1961 - PRR confirms that a new Madison Square Garden is to be built over Penn Station.

July, 1966 - PRR rehabilitates line between Newark and Porter, Del., closed for 15 years, converting it to main gateway to Delmarva lines.

July 22, 1969 - PRSL Board retires Baldwin AS-16 road switchers Nos. 6004, 6005, 6008, 6010 and 6015.

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

Reading Railroad Magazine



TIMETABLE 07-18

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

Through 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

Saturday-Sunday, July 21-22, 2018

Model Train Flea Market, Steam Engine Hill, Williams Grove Rd., Williams Grove, PA 17055. Info: <http://wghsea.org>

Saturday-Sunday, Aug. 4-5, 2018

Greenberg's Train Show, Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA 19456. Info: <http://trainshow.com/oaks08>

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

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

Saturday, Aug. 11, 2018

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

Sunday, Aug. 26, 2018

43rd Annual Train Meet - "The Allenwood Show" by the Central Pennsylvania Chapter, NRHS. Warrior Run Fire Department Social Hall, Second St., Allenwood, PA. Adm: \$5.00, under 12 free with adult. Info: Dave Hollenbach 570-524-4703 before 9:00 PM.

Saturday-Sunday, Sept. 1-2, 2018

Steamtown Railfest 2018. Steamtown National Historic Site, Scranton, PA. Info: www.nps.gov/stea/index.htm

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

Sunday, Sept. 23, 2018

Atlantic Division, TCA Train Show, Sheet Metal Workers Union Hall, 1301 South Columbus Blvd., Philadelphia, PA 19147. Info: <http://ADTCA.com>

Saturday, Sept. 29, 2018

30th Annual Schuylkill Haven Borough Day. Info: www.shboroughday.com

Sunday, Oct. 7, 2018

Leesport Train Show at the Leesport Farmers Market, 312 Gernant's Church Rd., Leesport, PA 19533. Info: Glenn Frantz, 570-640-7913, frysterstore@yahoo.com

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

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

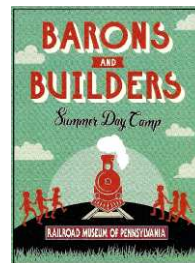
Thursday-Saturday, Oct. 18-20, 2018

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

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 (Ages 9 & 10) - SOLD OUT

Monday-Friday, July 23-27, 2018 - Barons & Builders Day Camp (Ages 11 & 12) - SOLD OUT/WAIT LISTED

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

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

Saturday, Sept. 22, 2018 - Smithsonian Museum Day Live

Saturday, Sept. 29, 2018 - Members Day

Thursday, Oct. 18, 2018 - Wine & Paint Night

FRIENDS OF THE RAILROAD MUSEUM COMMISSION LERRO PAINTING OF FIVE HISTORIC PENNSYLVANIA RAILROAD LOCOMOTIVES



The Friends of the Railroad Museum of Pennsylvania recently commissioned a painting from renowned railroad artist Peter Lerro Jr. This attractive watercolor depicts five historic Pennsylvania Railroad steam locomotives in the Railroad Museum of Pennsylvania's collection.

Individuals may receive a limited edition, signed and numbered reproduction of Lerro's handsome "Ready For The Roundhouse" painting for a donation of \$250.00 or more. These locomotives—the M1b No. 6755, K4s No. 3750, L1s No. 520, H10s No. 7688 and B6sb No. 1670—are in need of stabilization before they are placed on exhibit in the Railroad Museum of Pennsylvania's to be built roundhouse. To date, the Friends have raised three quarters, or \$190,000, of the \$250,000 goal needed to have the five locomotives media blasted, painted and repaired on site by an outside contractor.

These iconic pieces are listed on the National Register of Historic Places

and part of the famed Pennsylvania Railroad Historical Collection.

Donations to the Friends of the Railroad Museum of Pennsylvania of any amount are gratefully accepted. Individuals may go online on the Museum's website to contribute, request a form be mailed to them or pick up a form in the Museum lobby. (MBA *Mutual Magazine*)



**STRASBURG RAIL ROAD
SPECIAL EVENTS**

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Sunday & Wednesday, May 27 thru Aug. 26, 2018 - Amish Feast

Saturday evening thru Nov. 10, 2018 - Wine & Cheese Train

Friday, July 6, 13, 20, 27, 2018 - Hostling Tour at 8:00 am

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



JUNE, 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, June

18, 2018. The meeting was called to order at 7:35 p.m. by President Tom Shenk with 33 members and 5 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance and thanked the Red Lion Historical Society for hosting our Chapter's May Membership Meeting at Red Lion.

MINUTES: President Tom Shenk asked for a motion to approve the May Membership Meeting Minutes. Helen Shaak approved the motion and Tom McMaster seconded the motion. The May Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: In Chaplain David Stambaugh's absence, Doris Geesey read a verse from Psalms. Doris reported that she sent cards on behalf of the Chapter to: Joan Shearer for the passing of her husband Clair, Doris Warfel for the passing of her husband Fred. Doris also sent get well cards to Karl Schlecker, (Drew's father), and Evan Russell, who was in attendance at tonight's Chapter meeting. Helen Shaak announced Helen Snyder is still at the Moravian Manor home in Lititz. Helen Shaak reported she saw Chapter Member Dale Secker, who was battling cancer and is now cancer free. The Chapter received thank you cards from Doris Warfel and Joan Shearer. The Chapter also received a thank you letter for the memorial contribution to Hospice Community Care in Clair Shearer's name. The Chapter will have a Card Committee, headed by Doris Geesey. Doris' email is: dorisgeesey@gmail.com. Contact Doris about any health issues of former and present Chapter Members.

MEMBERSHIP: Guests at tonight's membership meeting: Charlie and Patti Webb. Charlie is District 2 Director. Joe Maloney, Joe is Vice President of National. Mylin Hess, Walter Koob, Ray Dillworth, Gregg, (didn't get his last name), and Mark Metz of the Potter County Historical Society. Mark would like to invite everyone to the Buffalo and Susquehanna Railroad Symposium on Saturday and Sunday, August 11-12, 2018. For more information and prices contact David Castano at 814-274-9375(anytime).

TREASURER'S REPORT: Treasurer Richard Rutledge gave the Treasurer's Report for the month of May.

ADVISORY COUNCIL MEETING: In Fred Kurtz's absence, Helen Shaak attended the Advisory Council meeting. Helen reported as of May 27, 2018, there are 4,890 members who have renewed. 4,200 are regular memberships and 690 are family and student memberships. Al Weber reported e-mails

have been sent saying they are from the NRHS officers or from Chapter offices requesting money. If you receive one, please delete the e-mail without opening it, because it is a SCAM. At least two well known Historical Societies have been hit successfully for money. The NRHS is planning on sending out warnings about this email. Helen announced upcoming Conferences are: Fall 2018-Lackawanna & Wyoming Valley Chapter, Scranton, Pa. October 11-14, Spring 2019-Birmingham, Alabama, Fall 2019-Dallas, Texas. Spring 2020-Cincinnati, Ohio, Fall 2020-Southern Florida.

If anyone wants to view this report it is posted on line at: www.admin.nrhs.com. Fred Kurtz thanked Helen for taking his place at the Advisory Council meeting.

UPCOMING DATES: The July "Away" Chapter Membership Meeting will be held on SUNDAY, JULY 15, at the Middletown & Hummelstown Railroad. We will ride the 1:30 p.m. train. Purchase your train ticket before you board the train. Cost per ticket is \$15.00. Also planned are a photo run-by and a shop tour. NO MONDAY night Chapter Meeting will be held.

The Monday, August 20, 2018 "Away" Chapter Membership Meeting will be held at the Strasburg Rail Road.

Sunday, September 30, 2018 will be the Chapter's Annual Picnic. We will have a Board meeting at 2 p.m. and the Picnic at 3 p.m.

Saturday, November 17 will be the Annual Chapter Banquet. Tom is planning an afternoon banquet location to be determined.

LANTERN DEDICATION: Steve Himpsl reported on the history of the Conestoga Traction Company lantern. Vice President Joe Maloney's duties included dispersing items from the NRHS library. Joe thought the lantern would be an asset to the Lancaster Chapter's collections of railroad history. The Chapter is proud to keep the lantern at the Christiana Freight Station for all the train enthusiasts to enjoy and thanks the NRHS for considering us as guardians of the historical trolley lantern. Steve also had table displays of old Lancaster Street trolley maps from 1910, old railroad maps of Pennsylvania, Lancaster's active railroads from 1910, prints of the trolley, Lancaster Chapter History book, and Lancaster County Minutes from January, 1934. Tom Shenk thanked Steve Himpsl for all his work in getting the Lantern dedication presentation together. **ANNOUNCEMENTS:** Glenn Kendig asked if anyone has some spare time to come down to the Freight Station and do some painting and staining. Contact Glenn or Cindy if you can help. Tom thanked Toady for the refreshments for the Chapter meeting. Also, a belated thank you for Kathy Steckler for the refreshments for the month of April. Steve Himpsl announced that paperwork was found from a professor at Princeton University regarding a presentation on the Southern Pacific Railroad. Steve mailed the paperwork to them and they were happy to receive it. Steve also reported the Chapter's "Sister" Caboose is at the Landisville Terminal.

Toady Kennel announced Steve Shively is interested in using the Passenger Station. Tom Shenk said we would discuss the Passenger Station at a later date.

TRIP: The Lancaster Chapter is sponsoring a 4-day trip from September 20 to September 23, 2018. We will be riding four trains and visiting the "ARK." If interested, send in your reservation and deposit.

DONATIONS TO THE CHAPTER: George Clineff donated timetable books, instruction and rule manuals, and track charts. Joan Shearer donated some of her husband Clair's collection. Afghans, DVD's, Pewter Plates, Books, Framed and signed J Tower prints, and assorted items. Tom McMaster gave Steve a Track Chart donated from the Harrisburg Chapter.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:10 p.m. for the program. Paul Kutta presented slides on "The Narrow Gauge and Freight of the Rio Grande."

Respectfully submitted by Donetta M. Eberly, Secretary

ADDENDUM TO CHAPTER MEETING MINUTES**REQUESTED BY HELEN SHAAK**

NRHS President Al Weber stated that the present situation with Amtrak's policy on private cars is affecting future plans for rail trips and encourages all to write letters. Go to www.RPCA.com for three sample letters and a list of suggested recipients. This is very important! There is power in numbers, especially in writing!



**LESS THAN CARLOAD
SHIPMENTS**
LOCAL AND NATIONAL NEWS

PENNSYLVANIA RAILROAD K4s 1361 NEWS

In early May, honorary Harrisburg Chapter member Bennett Levin announced that after meeting with Wick Moorman (ex-Norfolk Southern CEO) and the Federal Railroad Administration, a committee is setting about to establish a totally privately-funded effort to return PRR K4s 1361 to service.

Bennett's own words were "This will be my last hurrah." Bennett and Wick will alleviate the Altoona Memorial Railroad Museum of all responsibility for the locomotive's restoration. The engine will receive an all-new welded boiler cosmetically compatible with the current boiler (cosmetic rivets, etc). The boiler will be built without a dime of taxpayer money; all funding will be private. The current boiler may be retained as an interpretive piece.

The driving axles will be converted to roller bearings. Timken did all the engineering for the PRR when other K4s were converted to roller bearings. The conversion was done in a way that did not require alterations to the frame. Eric Levin has acquired copies of the original Timken drawings made for the PRR for this purpose. A proposed consist for the train includes one or more B60 baggage cars, the Horseshoe Curve Chapter NRHS-owned parlor car "Union League Club," and six P70 coaches that may be available. If successful, this would create an opportunity for a unified train of all-PRR equipment, setting 1361 apart from other restorations. The proposal is to use the full train not only in excursion service, but also as an educational, rolling museum around Pennsylvania akin to the American Freedom Train. In this scenario, the B60 baggage cars would be converted to exhibit cars showcasing the state's history and the role railroads and industry played in it. (Railway Preservation News via Harrisburg Rail Review)

611 **VMT ANNOUNCES ALTERNATE 611 EVENTS IN PLACE
OF EXCURSIONS**

ROANOKE, Va., June 16, 2018 – The Virginia Museum of Transportation, Inc. announced new community events today for its iconic 611 Class J locomotive and plans to continue working to explore new opportunities for 611. 611 will not be operating public excursions in 2018, but will be participating in special events.

"We are very pleased to announce that we are engaged in substantive conversations about exciting potential 2019 excursions and special appearances for 611. We will continue to seek opportunities for the public to experience a pivotal piece of American history firsthand, under steam", according to Virginia Museum of Transportation FORWARD 611 Committee Chairman, Trey Davis.

Public excursions engage new audiences with railroads, produce essential revenue for the upkeep of the locomotive, and generate significant economic impact in the communities 611 serves. Despite the changes, annual maintenance to keep the famed locomotive operational is ongoing and expected to be finished later this summer at the North Carolina Transportation Museum (NCTM) in Spencer, NC. Upon completion, the 611 will be put back into service.

THIS MONTH'S BANNER PHOTO

To celebrate Independence Day, we have Conrail GG1 No. 4800 in her Bicentennial paint scheme at Morrisville, Pennsylvania on Dec. 12, 1976.

OPERATION LIFESAVER REMINDS YOU. . . .

Today's trains are quieter than ever; any approaching train is always closer and moving faster than it appears.

**DETROIT LANDMARK TO SERVE AS FORD'S NEW
MOBILITY HEADQUARTERS**

DETROIT. June 19, 2018, Trains News Wire - Detroit's Michigan Central station will become the centerpiece of Ford Motor Co.'s new mobility hub in Detroit's Corktown community. Ford executives gathered alongside Michigan leaders Tuesday morning to announce major plans for the 1913-built train station.

Ford will renovate the station to house offices for its autonomous and electric vehicle teams and partners. Ford plans to build 1.2 million square feet of space in the Corktown community and by 2022, about 2,500 Ford employees will report to the former train station and neighboring Corktown properties. A remaining 300,000 square feet will serve as a mix of community and retail space and residential housing.



**MICHIGAN CENTRAL STATION IN 2010 - PHOTO
BY ALBERT DUCE**

The company will restore the station's grand hall to its original luster, featuring local shops and restaurants. Ford says the development of the Michigan Central Station is critical to its future as it examines how urban areas are changing the overall role of transportation and the revitalization of cities.

As Ford celebrates the station's rehabilitation, it is inviting the public to attend a special open house at Michigan Central Station June 22-24. The complimentary tours will feature exhibits of historic artifacts, self-guided tours through the station's entire first floor area, and a preview of an upcoming History Channel documentary showcasing Detroit's comeback and the station's critical role in the city's revitalization efforts.

The Michigan Central Station has been abandoned since 1988. It features a train depot and 13-story office tower totaling 230 feet in height. The same architects that designed New York's Grand Central Terminal were involved in the Michigan Central Station, which opened for rail service on Jan. 4, 1914.

News that Ford would invest in the station recently prompted a thief who stole the station's clock to reach out anonymously and return the antique piece, the *Detroit Free Press* reports. The Henry Ford Museum in Dearborn received a phone call last week saying the original clock still existed and that an anonymous donor wanted to see the clock reunited with the station.

Arrangements were made and the clock was dropped off to museum officials in a low-trafficked portion of Corktown near the station. The newspaper alleges the clock is one of hundreds of antiques stolen from the station since its abandonment 30 years ago.

Ford says the renovations will take place in the next three-to-four years as the company transforms the Corktown community into a magnet for high-tech talent and innovative research.



“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

JULY 15, 2018 - SUNDAY, 12:30 PM - MIDDLETOWN & HUMMELSTOWN RR - CHAPTER MEMBERSHIP MEETING

We will ride the 1:30 p.m. train. Purchase your train ticket before you board the train. Tom Shenk will have tickets for sale starting at 12:30 PM - cost per ticket is \$15.00.. Also planned are a photo run-by and a shop tour. The M&H Railroad is located at 136 Brown St., Middletown, PA 17057- www.mhrailroad.com

AUGUST 20, 2018 - MONDAY, 6:00 PM - “RIDE THE RAILS” MEETING AT THE STRASBURG RAIL ROAD

Arrive early at the Strasburg Rail Road station to board the 7:00 p.m. train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Chapter Meeting in a Strasburg passenger car. Restrooms will be available at the station - shops and restaurant close 15 minutes after the train returns to Strasburg. Purchase your tickets from the Chapter at the reduced price of \$5.00 each - Tom Shenk will have tickets for sale starting at 6:00 PM. Bring your friends to this fun-filled meeting.

SEPTEMBER 20-23, 2018 - CHAPTER BUS TRIP TO THE ARK EXPERIENCE IN KENTUCKY

SEPTEMBER 30, 2018 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

OCTOBER 15, 2018 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

OCTOBER 20, 2018 - SATURDAY, 9:00 AM TO 2:00 PM - CHRISTIANA FREIGHT STA. - CRAFT AND VENDOR FAIR

68 YEARS AGO THIS MONTH

*All Aboard, Scouts
for the
**NATIONAL
JAMBOREE!***



PENNSYLVANIA RAILROAD

Boy Scouts of America

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

*National
Jamboree*

MEMORIAL CHAPEL

VALLEY FORGE PARK
PENNSYLVANIA

June 30-July 6-1950

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

MAP
Landmarks and Proposed
Camp Sites
Valley Forge Park

★
Issued by

PENNSYLVANIA RAILROAD

★ 2nd National Jamboree ★

**BOY SCOUTS
of AMERICA**

VALLEY FORGE PARK
PENNSYLVANIA
June 30 - July 6, 1950

WASHINGTON'S HEADQUARTERS

MAPS
RAILROAD FACILITIES
VALLEY FORGE PARK
PENNSYLVANIA RAILROAD STATIONS
in Philadelphia

ISSUED BY
PENNSYLVANIA RAILROAD

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MEMBERSHIP MEETING NOTICE

THE "AWAY" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE MIDDLETOWN & HUMMELSTOWN RAILROAD, 136 BROWN ST., MIDDLETOWN, PA 17057, ON **SUNDAY, JULY 15, 2018, STARTING AT 12:30 PM. WE ARE RIDING THE 1:30 PM TRAIN.**

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



CHAPTER WEBSITE: WWW.NRHS1.ORG

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