

## THE HISTORY OF PHILADELPHIA'S TRACKLESS TROLLEYS

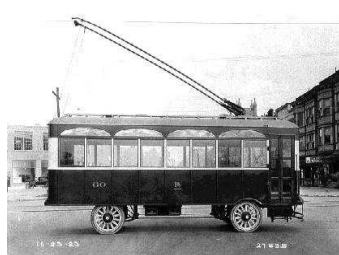
BY JOHN CALNAN

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In the early 1920's, rubber-tired technology improved where trolley car manufacturers offered a flexible vehicle that could avoid motorists or obstacles, as well as providing transit properties a new, electric, mode that while transporting fewer passengers than a streetcar, offering frequent service without the capital outlay for trackage and equipment. Baltimore and Toronto established electric rail-less operations as experiments on two routes with the goal to spur enough development to eventually convert to streetcar operations.

On October 14, 1923, the Philadelphia Rapid Transit Company (PRT) purchased 10 "Rail-Less" vehicles to test their effectiveness on newly created Route 80 which operated along Oregon Avenue from 22nd Street & Passyunk Avenue to Oregon & Delaware. The first generation of Rail-Less vehicles, also known as Trolley Coaches, or Trackless Trolleys resembled a trolley car than an electric bus. Initially, these vehicles operated from Jackson Depot, located on 16th Street, between Jackson and Wolf Streets, but the operation was relocated to Southern Depot in 1925. Southern Depot located on Johnston Street, between 19th and 20th Street, housed trolleys that served several crosstown and north-south lines and the facility had the space to store and maintain trackless vehicles.



Ridership gradually grew as Route 80 connected South Philadelphia neighborhoods on either side of Broad Street and several north-south trolley routes to Center City and points north and west. These primitive vehicles were eventually retired and more modern, comfortable vehicles were acquired in November 1935. Trackless service on Route 80 operated unchanged for 25 years until the coaches were replaced by diesel buses on May 15, 1960.

In 1937, PRT's trustees attempted to reduce operating expenses and capital costs by proposing the conversion of Route 61 from a double-ended streetcar to trolley coach. Route 61 carried more riders than Route 80 and this line provided a more adequate test to determine the effectiveness of these vehicles. PRT had filed for bankruptcy three years earlier; however, the bankruptcy court rejected the

conversion proposal. The concept did not die as in 1940 after PRT emerged from bankruptcy as the Philadelphia Transportation Company (PTC). PTC now had the ability to implement the 1937 proposal.

PTC established its second trackless trolley route through the conversion of trolley Route 61 on October 5, 1941. Route 61 operated on Ridge Avenue and Main Street connecting Manayunk (Main Street & Leverington Avenue), North Philadelphia and Center City (9th & Walnut). Fifty coaches were purchased from the Brill Company for this 11-mile line, and ten additional coaches were subsequently ordered in 1942, plus an additional five more in 1944 as transit traffic greatly increased as a result of World War II. Route 61 was originally based from Allegheny Depot (Allegheny Avenue & 26th Street), but operations were transferred to Ridge Depot in November 1946.



Ridge Depot was eyed as a trackless trolley facility as post-war plans envisioned by PTC called for the conversion of several streetcar lines to trackless operations. Ridge Depot was located at the intersections of Ridge Avenue, 31st and York Streets.

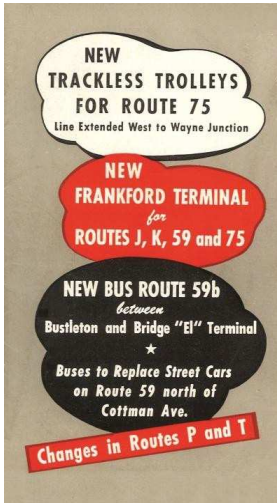


Route 61 was extended from Main & Leverington to the Container Corporation on February 16, 1947. Weekend service utilized diesel buses effective August 16, 1959 from Allegheny Depot in an attempt to reduce expenses and wear and tear of the aging trolley coaches. Route 61 was the sole route operating from Ridge Depot as the facility also doubled to store trolleys and other vehicles removed from active service awaiting the scrapper's torch. The trackless line became a diesel bus route on March 13, 1961, PTC sold Ridge Depot to the School District of Philadelphia where the ancient facility dating back to 1872 was demolished and is now the present site of Strawberry Mansion High School.

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PTC and the City of Philadelphia collaborated on a post-war rehabilitation program to modernize three trolley lines that operated conventional equipment dating back to 1923. Route 29, a cross-town trolley line operating along Tasker and Morris Streets was converted on December 14, 1947. The trolley linked Front Street with 28th Street, but the trackless route was extended westward to 33rd and Dickinson Streets.

Concurrent with the Route 29 changeover from trolley to trolley coach operation, modifications were occurring with the installation of new overhead wire on Route 75. As a trolley, Route 75 connected the neighborhoods of Bridesburg, Frankford, Feltonville and Tioga, but on Sundays, service was extended via Route 53 to Wayne Avenue and Carpenter Lane. As a trolley coach operation the streetcar routing remained virtually unchanged from Richmond and Orthodox Street to Wyoming Avenue and 5th Street. However, a revised route pushed the service in a westward direction crossing Roosevelt Boulevard, instead of south then west, to offer direct public transit in underserved neighborhoods. New transfer opportunities allowed for transfers at the Broad Street Subway's Wyoming Station and at the Wayne Junction Station terminus with other PTC bus and trolley routes, along with Reading Railroad service. Service commenced on April 19, 1948. Brochures distributed to passengers announced the mode change regarding the trackless service and other bus route changes occurring in the Frankford section of Philadelphia.



PTC's attention turned towards the conversion of Route 59, a double-ended trolley route linking Frankford (Oxford & Frankford Avenues) and Bustleton (Bustleton Avenue & Lott Street). The City of Philadelphia financed and constructed the line, and PRT, later PTC, operated and maintained the line. Service commenced service on November 5, 1922, concurrent with the opening of elevated high-speed service to Frankford from center city.

The third route, Route 59 resembled a country trolley service in its early years where in many locations a single-track operation was utilized along portions of Castor Avenue and Bustleton Pike. Passing sidings were strategically placed to allow for safe and fast operations. The line grew in popularity as neighborhoods developed in places where farms and grassy fields were the norm. On April 19, 1948, the trolley service was cutback from Lott Street to Cottman Avenue and a new bus Route (59b) temporarily replaced trolley service north of Cottman Avenue. PTC and the City of Philadelphia partnered in the transformation of Castor Avenue north of Cottman Avenue from trolley to trackless service and once this segment was completed the second set of overhead wires were installed. The last remnants of rail service were discontinued as trackless service commenced on June 25, 1950. The route was revised to utilize the Arrott Street Terminal, adjacent to the Margaret-Orthodox Elevated Station then follow Oxford Avenue and Castor Avenue terminating at the Bells Corner loop located near Castor and Bustleton Avenues.

For the expansion of the trackless network 65 coaches were built by the Brill company in 1947 and 28 additional coaches were bought from Marmon-Harrington in 1949. Route 29 shared facilities with Route 80 at Southern Depot. Portions of Frankford Depot were converted from rail operations to allow for storage and maintenance of the trackless fleet for Routes 59 and 75.

Additional plans to further expand the trackless network were developed by PTC, but a new team of stockholders controlling PTC in the early 1950's shifted gears and began the process of phasing out most of the streetcar network and converting to bus operations. One exception was the City of Philadelphia's desire to convert Route 66, operating conventional double-ended trolleys along Frankford Avenue, into a trackless route. The collaborative efforts by PTC and the City in converting Route 59 came together for the initiative to transform Route 66 to trolley coach operation. 42 coaches were purchased and placed into service on September 11, 1955. Efforts to improve travel time were implemented on June 19, 1961 as Express service was implemented. Frankford Avenue is an extremely wide thoroughfare between Comly Street and Rhawn Street and additional set of overhead wires were installed to offer non-stop express service between the Bridge-Pratt Elevated Station and Cottman Avenue.

The last route to switch to a trackless trolley operation was Route 79. This route operated as a double-ended streetcar line until October 27, 1956 when buses replaced trolleys. Sometime during 1960, PTC decided to convert the route to an electric mode as surplus trackless vehicles were available through the discontinuation of Routes 61 and 80. Trackless service commenced on June 13, 1961. Route 79 operates a crosstown route along Snyder Avenue from Vare to Delaware Avenue.

For the next fifty years, the trackless network of five routes remained virtually unchanged, except for a small segment of Route 75 that was discontinued east of Frankford Avenue in April 1966 due to the construction of I-95 through the Bridesburg neighborhood near Richmond Street. The Brill and Marmon-Harrington coaches that were purchased between 1947 and 1955 were retired and replaced by 110 modern vehicles built by AM General beginning in 1980. Ten vehicles were equipped with wheelchair lifts. These vehicles operated nearly a quarter-century. On June 9, 2002, the Northeast Philadelphia trackless Routes 59, 66 and 75 became temporary bus routes as the reconstruction of the Frankford Elevated overhead structure necessitated the temporary cessation of trolley coach service. Buses began to temporarily replace the aging South Philadelphia trackless coaches on Route 29 concurrent with a detour as a City initiated project razed and rebuilt the Tasker Homes located near the western end of the route.

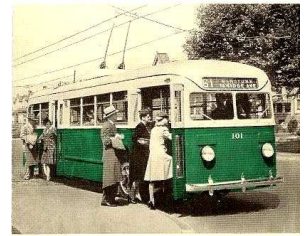


Route 79 was also converted to a bus route effective September 7, 2003. This left Routes 59, 66 and 75 as Trackless Trolley routes operating from Frankford District. The permanent status of Routes 29 and 79 in South Philadelphia remains undecided.

In 2007 a demonstrator trolley coach was delivered by New Flyer Industries to replace the 1979 vehicles. In 2008, SEPTA purchased 38 low-floor vehicles which seat 39 passengers, are ADA complaint and provide off-wire capability for short distances utilizing a diesel engine. These vehicles replaced diesel bus operations on Routes 59, 66 and 75. These vehicles are housed at Frankford District.

### A Fleet of Fifty NEW TRACKLESS TROLLEYS for ROUTE 61 PASSENGERS

Beginning Sunday, October 5



\$850,000 in modern transportation for Manayunk, East Falls and other communities served by PTC's Ridge Ave. Line.







## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### AMTRAK'S SUMMER RENEWAL IS ABOUT MORE THAN TRACK THIS YEAR

NEW YORK, June 22, 2018, Trains News Wire  
Amtrak officials are waving farewell, for now, to the Spuyten Duyvil Bridge, which will be rebuilt this summer and returned to service this fall to restore New York-area passenger rail service back to something akin to normal.

Scot Naparstek, Amtrak chief operating officer, and Stephen Gardner, Amtrak's chief commercial officer told media during Wednesday conference call that contractors removed the bridge and towed it away on a barge June 13 for mechanical and electrical work. Officials say the bridge is expected to be repaired and re-installed in time for re-opening of the line between Penn Station and the Harlem River returns to service on Sept. 3. Amtrak uses the Empire Connection, which includes the Spuyten span, for its upstate New York service.

Naparstek also tells media that 645 feet of the Empire Tunnel will be lowered during the work this summer in planning for future work on the Hudson River Tunnels between New York and New Jersey.

Under Penn Station, all work on tracks 15 and 18 have been completed on time. Work proceeds on the western third of Track 19 replacing ties and ballast.

In addition to below-concourse events, Gardner talked about work performed on passenger-occupied areas including refurbishing bathrooms, installing lactation suites for nursing mothers. The balky Rotunda air-conditioning system will be restored to full operation, which was an issue this week with hot temperatures in New York City. The railroad will receive construction bids of both Club Acela and the Amtrak ticketed waiting rooms.

The platforms at Penn Station, inadequate for the passenger loads of 2018, are also being looked at in order to make them less crowded and more accessible. This will be tied in with the opening of the Moynihan Station, the new above-ground entrance to Penn Station, which Amtrak will use exclusively. The current space that it uses at Penn Station will be re-worked for Long Island Rail Road and NJ Transit passengers, while the three operators will partner on the platform revitalization.

The most tantalizing item was held for the end of the call. Discussing the refitting of Acela sets, and purchase of new high-speed equipment, Gardner said that Regional trains will not suffer. He said that Amtrak officials will look for replacements for regional service passenger cars. These are mostly Amfleet I coaches. While not imminent, all of the almost 500-car fleet are at least 40 years old.

Amtrak's Summer 2018 Penn Station Infrastructure Renewal is destined to be the start of historic transitions over the next few years, affecting destinations far beyond New York City.

### AMTRAK COULD SEEK AMFLEET I REPLACEMENTS

WASHINGTON, June 28, 2018, Railway Age - The end may be in sight for an aged mainstay of the national passenger car fleet.

The national passenger train operator posted a Request for Information (RFI) aimed at exploring possible replacements for its Amfleet I equipment.

The RFI is for single-level passenger cars used primarily on routes east of the Mississippi River. The tubular, stainless steel Amfleet cars were built by Budd Corp. and its descendant in the early 1980s, and are deployed on Northeast Regional, Keystone, Carolinian and Illinois service trains.

Amtrak is seeking information on coaches, trainsets and self-propelled units. After a review of the marketplace, Amtrak said it plans to develop and release a Request for Proposal for specific replacement equipment in 2019.

“New equipment will provide our customers with a more modern experience, while improving ride quality and reliability,” said Amtrak Vice President of Corporate Planning, Byron Comati, in a release.

The Amfleet I fleet underwent recent interior refurbishment including seats, carpets and lighting. The operator said replacement of the near-40-year-old cars is more cost-effective than maintenance.

“This order is part of Amtrak's plan to refresh and replace its fleet,” it stated.

The enduring design of the outside-bearing Amfleet cars originated with the Metroliner EMUs built by Budd of Philadelphia in the late 1960s. Budd manufactured a total of 642 Amfleet I cars from 1975-77, and 150 similar Amfleet II cars from 1980-83. The last intercity passenger cars built by Budd and the first locomotive-hauled cars ordered by Amtrak, Amfleet comprised short- and long-distance coaches, cafes, club cars, lounges, and business class cars, according to Wikipedia.

There is no U.S.-based builder of intercity passenger cars; Amtrak has recently been taking delivery of new baggage and dining cars from a subsidiary of CAF, headquartered in Spain.

Earlier in June Amtrak issued a Request for Proposals for new or rebuilt locomotives to supplement and replace older Genesis diesels in its national network fleet. In 2021, the first of 28 new Acela Express trainsets will begin operating on the Northeast Corridor.

### AMTRAK PLEASED WITH ROANOKE RIDERSHIP ON NORTHEAST REGIONAL EXTENSION

ROANOKE, Va., June 26, 2018, Trains News Wire - So far, Amtrak officials are pleased with how passengers are patronizing once a day round trips to Roanoke.

According to statistics available from the Commonwealth of Virginia, 14,178 boarded a once daily Northeast Regional train in Roanoke between Oct. 31 and the end of April, while 13,591 people stepped off the Northeast Regional train in the western Virginia city.

“We are pleased ridership is meeting expectations. More customers are choosing Amtrak as it is simply the smarter way to travel,” an Amtrak representative tells Trains News Wire.

Passenger rail service returned to the Star City for the first time in 38 years on Oct. 31. Passengers are able to travel in and out of Roanoke from cities such as Washington, New York, and Boston.

Local riders tell Trains News Wire boarding their train in Roanoke is a welcomed convenience. Until the new station opened, travelers would have to make arrangements to board in Lynchburg, Va., to reach destinations north for business or leisure. That meant riders returning to Lynchburg would encounter the inconvenience of driving back to Roanoke.

A local source tells us that there has been a decrease in riders boarding in Lynchburg, but that is due to the increase in riders now able to begin their journey in Roanoke. Numbers provided by the Commonwealth do not break down ridership at either location.

So far, ridership through Roanoke reached a high in December with 3,288 passenger departing and 2,941 passengers arriving. In April, the latest month for which figures are available, 2,343 passengers arrived in Roanoke

and 2,327 departed the city.

#### [CHICAGO UNION STATION REDEVELOPMENT DESIGNS ANNOUNCED](#)

CHICAGO, June 26, 2018, Trains News Wire - A developer has unveiled plans for a modernistic, seven-story steel and glass addition to be built atop the historic Chicago Union Station. The addition would provide for a hotel, apartments, offices and new retail space within the eight-story headhouse, where passengers wait for trains.



**AN ARTIST'S RENDERING OF A CHICAGO UNION STATION REDEVELOPMENT DESIGN AS VIEWED FROM ADAMS AND CANAL STREETS IN THE CITY - RIVERSIDE INVESTMENT & DEVELOPMENT VIA AMTRAK**

Amtrak, which owns Union Station, selected Chicago-based Riverside Investment & Development and Convexity Properties in May 2017 to come up with plans for the redevelopment.

It's the second time in recent years that plans for a hotel/office/retail for Union Station have

been proposed. A 2002 proposal went nowhere.

The new construction would still allow natural light to illuminate the station's Great Hall via its famed glass skylight, according to the developers.

Over the decades, the 219-foot-long skylight has deteriorated due to water damage and flaws within the original design, according to Amtrak. It is undergoing a \$22 million restoration.

Union Station, completed in 1925, was designed by Daniel Burnham and successor firm Graham, Anderson, Probst & White.

The addition would be part of a multi phase redevelopment of the entire station and surroundings, and would not directly impact train traffic itself.

Amtrak and Metra commuter train operations are housed in a Concourse building across the street from the Head House and connected by a tunnel.

Plans for the \$1 billion project were unveiled Monday evening at a meeting in Union Station's Burlington Room, called by the Chicago alderman in whose ward the station is located.

The plans must be approved by the Chicago City Council, but developers say they are hopeful the project could start in spring of 2019. Amtrak's board must also give the go-ahead.

"Amtrak supports this important step in the plan as we continue to work to bring this important project to our Board of Directors," an Amtrak representative said in a statement.

John O'Donnell, the CEO of Riverside, told the meeting that the goal is to make Union Station a seven-day-a-week, year-round "destination."

A representative for Riverside did not respond to Trains News Wire's requests for comment Tuesday. The bold plans prompted an immediate thumbs-down from the architecture critic for the Chicago Tribune, who called them "utterly underwhelming."

The addition's exterior, said Blair Kamin, "a skeletal metal and glass grid, is at odds with the station's carefully composed classical aesthetic.

"Despite the architect's best efforts, it's as though one era of architecture had been piled, willy-nilly, atop another," Kamin wrote.

Kamin points out that Burnham once envisioned Union Station as a magnificent gateway to Chicago's west loop area, and that an office

building had been originally planned for atop the station but never built, though foundations were laid.

In 2002, another Chicago architect, Lucien Lagrange, previously unveiled a plan for a 400-foot tower above the station, with hotel offices and apartments. That plan fizzled.

#### [AMTRAK ADDS HOT-MEAL OPTION ON LAKE SHORE, CAPITOL](#)

WASHINGTON, July 13, 2018, Trains News Wire - Amtrak is adding a hot-meal choice to lunch and dinner food service for sleeping-car passengers on the *Lake Shore Limited* and *Capitol Limited*.



**PHOTO BY BOB JOHNSTON, TRAINS MAGAZINE**

Beginning this week, slow-braised beef short rib in a red wine and beer sauce will be added to the lunch and dinner menu of pre-prepared items, which also include a vegan wrap, chicken Caesar salad, and antipasto plate. Dropped is the chilled grilled beef

tenderloin salad.

Breakfast service remains a single meal, featuring fruit, a muffin, a Greek yogurt parfait, and breakfast bars.

"Our plan to provide fresh food choices now includes a hot option, which is based on engaging our sleeping car customers on what they would like and with special training for our train crews," Bob Dorsch, vice president of the Amtrak Long Distance Service Line, said in a media release. "This contemporary style of service has been well received by customers, with meals of their choice and at times they choose. These customers also enjoy having exclusive use of the dining cars."

Amtrak replaced full-service dining cars on the two trains on June 1, replacing them with boxed meals which sleeping-car passengers can eat in the dining room or have delivered to their room.



#### [CSX TRANSPORTATION PREPARING TO RE-OPEN HUMPS AT RADNOR YARD IN NASHVILLE](#)

JACKSONVILLE, Fla., June 29, 2018, Trains News Wire - CSX Transportation will reopen the hump at Nashville's Radnor Yard within the next few weeks.

The hump was idled in July 2017 as part of the broad operational changes made by then-CEO E. Hunter Harrison, who converted eight of CSX's 12 hump yards to flat-switching facilities last year.

Flat-switching proved cumbersome at the former Louisville & Nashville yard, so preparation work is now under way to resume hump operations. The railroad did not have a firm date for reopening the hump, but said it would hinge on completing necessary maintenance of retarders and other infrastructure at the yard.

"The principles of scheduled railroading are based on the premise that we continuously seek opportunities to optimize the network and enhance customer service. Given the footprint complexities of flat switching at Radnor Yard in Nashville, we will improve network fluidity, optimize train starts, dramatically reduce out-of-route train miles and switching costs by reopening the hump," a CSX spokesman says.

In 2016, Radnor was CSX's third-busiest hump – behind only Waycross, Ga., and Selkirk, N.Y. — as it classified an average of 1,477 cars per day. That's within the range that Harrison said was sufficient volume to justify the operating costs and capital expense of a hump yard.

But classification volumes fluctuated systemwide as CSX changed its operating plan to minimize the number of times cars are handled en route.

Radnor remains among CSX's top 10 terminals in terms of volume. The railroad would not disclose current volume levels.

When the hump reopens, CSX expects to boost employment at Radnor by 40 to 50 people. Operating plan changes related to reopening the hump will reduce the number of employees at some other yards across the system, so there will not be a net increase in yard employees overall.

"As we continue to refine the operating plan in Nashville and throughout our network, we will identify opportunities to rationalize existing yards and other infrastructure. This will allow us to continue to eliminate unnecessary steps and drive improved service," a CSX spokesman says.

During the first three weeks of June, dwell at Radnor averaged 29.1 hours, according to reports CSX filed with the Surface Transportation Board using standard Association of American Railroads performance metrics. Dwell was well within normal ranges at the yard, although it was above the systemwide average of 20.2 hours.

Radnor will be the second reversal of a hump closure at CSX.

The hump was idled at Avon Yard outside Indianapolis in early August, then reopened by the end of the month as CSX experienced widespread congestion and service problems due to the rapid rollout of Harrison's Precision Scheduled Railroad operating model.

CSX executives have said they expect the railroad to set service-measurement records for the second quarter, which ends June 30.

#### [CSX MAKES EARNINGS RECORD; CEO WANTS COMPANY TO BE THE "SAFEST RAILROAD"](#)

JACKSONVILLE, Fla., July 18, 2018, Trains News Wire - CSX Transportation set a company record for its lowest quarterly operating ratio as the railroad's revenue rose, costs tumbled, and profits soared in the second quarter.

CSX's operating ratio fell to 58.6 percent, an improvement of 4.9 points compared to the figure from a year ago, adjusted for the impact of one-time restructuring costs. CEO Jim Foote said the operating ratio was "clearly the lowest ever for CSX and I believe the lowest ever by a U.S. railroad."

The railroad reported net earnings were up 72 percent, to \$877 million, as revenue increased 6 percent, to \$3.1 billion for the quarter. Earnings per share shot up 84 percent, to \$1.01, well above Wall Street estimates of 87 cents per share, thanks in part to the effects of tax reform and share buybacks.

"Two words sum up everything: Great performance," Foote said during the July 17 earnings call with investors and Wall Street analysts.

CSX's traffic was up 2 percent for the quarter, led by a 7-percent increase in coal shipments. Utility coal was down amid stiff competition from natural gas, the railroad said, but the strong export coal market continued for both metallurgical and thermal coal.

Intermodal traffic was up 2 percent, led by gains in international intermodal. Domestic volume was down slightly as the rationalization of low-density intermodal moves last year more than offset growth. Merchandise traffic was down 1 percent.

The results prompted CSX to boost its revenue outlook for the rest of the year. The railroad is now projecting revenue will increase by mid single-digits compared to its previous forecast of up slightly.

The change was a reflection of expectations for continued strong export coal shipments, higher fuel prices, and a healthy economic backdrop, Foote says.

CSX hauled more freight with 9-percent fewer crew starts and 13 percent fewer locomotives, as well as far fewer freight cars, Chief Financial Officer Frank Longero says.

As a result of the smaller locomotive and freight car fleets, CSX reduced the shop craft workforce by 18 percent compared to a year ago.

Overall, CSX's costs were down 8 percent, led by a 10-percent decline in labor expenses.

CSX also is working to improve its safety performance, with a new safety officer on board and outside consultants preparing an evaluation of its safety program, Foote says.

"We intend to be the safest railroad," Foote says.

#### [LOOKING 50 MOVES AHEAD](#)



Norfolk Southern believes that innovation and experimentation are most efficiently driven in the laboratory of private industry.

To that end, we support balanced, performance-based regulation that will promote the private development of critical new technologies, enabling NS to most effectively deliver on its commitment to Reimagine Possible.

In this week's #TechTalk, we're discussing Movement Planner, an advanced software technology critical to maximizing the productivity and capacity of Norfolk Southern's network.

Every day, NS faces a daunting challenge: designing an intricate plan to efficiently move hundreds of trains across the company's rail system, a complex network that spans 19,500 route miles across 22 states. Enter Movement Planner, a sophisticated logistics tool that can analyze the many different train movements scheduled for a given day and create an optimized plan for getting the job done.

Like an advanced chess-playing AI, Movement Planner looks many moves into the future to create a superior operational strategy for all of NS' moving pieces. Perhaps even more impressive, Movement Planner updates its plan every two minutes based on the most current system data – and there's more to come. Thanks to PTC and the precise locomotive GPS data it provides, Movement Planner will become an even more effective tool for future operations.

Most exciting, NS sees the potential to leverage synergies between Movement Planner and other technologies, such as Auto-Router, to explore the potential for advanced automation of many dispatch functions. It's just one more way that NS is building on the technology of today to reimagine a safer, more efficient, and reliable railroad for tomorrow.

#### [BRIGHTLINE PERMITS FOR ORLANDO EXPANSION GET OK; TAMPA IS NEXT TARGET](#)



MIAMI, July 9, 2018, Trains News Wire - Highways are proving to be the Trojan horse facilitating passenger train expansion for Florida's Brightline — first to Orlando, then Tampa.

Last month, Orange County commissioners greenlighted an environmental permit allowing Brightline to begin building a 125-mph corridor through 106 acres of thick brush and wetlands immediately adjacent to the Beachline Expressway east of Orlando International Airport. The 22-mile route through Orange County will connect with soon-to-be upgraded Florida East Coast Railway tracks at Cocoa, Fla., about 130 miles north of Brightline's current northern terminus of West Palm Beach, Fla.

Orange County Mayor Teresa Jacobs told the *Orlando Sentinel*, "To make public transportation work, there are times when you have (environmental) impacts." Mike Cegelis, Brightline's executive vice president of rail infrastructure, says building next to the existing highway "is the path of least resistance." He confirmed to the *Sentinel* that construction will begin later this year, and says trains will begin running by 2021.

Meanwhile, the broad median of Interstate 4 that transportation planners protected from highway lane encroachment is the likely path to Brightline's next destination.

An unsolicited proposal in March 2018 by Brightline to the Florida Department of Transportation suggested the state create a mechanism for



private developers to lease the median of I-4 and portions of either state routes 528 or 417 between the Orlando airport and Tampa. On June 22, Florida Gov. Rick Scott did just that, announcing a request for proposals to lease the property and construct a rail line.

Although other operators could theoretically bid during the 120-day period, Brightline's airport station is already finished so it clearly has the inside, if not only, track.

"We are currently engaged in the process," Brightline President and COO Patrick Goddard confirmed in a statement, "which is the first step needed to extend the system to the Tampa Bay region."

Plans to utilize the broad I-4 median have figured in studies, multiple commissions, statewide referenda, and near starts dating to 1982. The most recent effort, for a high speed rail route, ended with Scott's rejection of \$1.25 billion of federal stimulus funds in 2011, despite the fact that eight consortia bidding on the project had agreed to assume the revenue risk.

A number of engineers involved with those companies now work for Brightline, including Executive Vice President of Rail Infrastructure Adrian Share. Construction challenges and possible station locations were thoroughly analyzed back in 2010 and earlier, but Brightline is not expected to reveal specific plans until its proposal is accepted. The company's focus remains on first completing the West Palm Beach-Orlando airport "Phase 2" segment.

#### [BRIGHTLINE RIDERSHIP SHOWS GAINS](#)

MIAMI, July 2, 2018, Trains News Wire - South Florida's Brightline racked up more than \$663,000 in fares, carrying 74,800 passengers between West Palm Beach and Fort Lauderdale, Fla., in its first three months of revenue service. The figures are from a disclosure agreement required by its \$600 million private activity bond offering, the newspaper *TCPalm* reports.

Concerned about possible misinterpretation of early results, the company has consistently declined requests for ridership and revenue information, but the requirement nevertheless shows growing monthly totals in both categories from February to March, the first full months of operation and introductory fares.

The split between regular coach, or "smart" class, and the one-two seating of "Select" class for the three-month period looks like this:

Class	Ridership	Revenue
Select	34,200	\$388,600
Smart	40,600	\$275,000

The results reflect the period prior to Brightline's mid-May expansion to MiamiCentral.



#### [NJ TRANSIT RECEIVES FRA PTC EXTENSION](#)

WASHINGTON, June 28, 2018, Trains News

Wire - NJ Transit now has up to two years to install and complete testing on positive train control equipment.

In a letter dated June 26, the Federal Railroad Administration's Chief Safety Officer Robert Lauby wrote to NJ Transit officials outlining the rules and guidelines for gaining an extension to the Dec. 31, 2018, deadline for complying with positive train control rules set by Congress in 2008. Among the most important points is that NJ Transit officials must demonstrate that their system will work in revenue service with field tests.

FRA gave NJ Transit permission to use its Morristown line between mileposts 19.8 at East Summit, N.J., and 36.3 in Denville, N.J., for the tests to show that ASES II, or Advanced Speed Enforcement System, will effectively protect passenger trains.

New Jersey officials and residents have lamented the transit agency's lack of progress on installing PTC despite 10 years of notice from Congress and its 2008 Rail Safety Improvement Act that mandated PTC on most passenger

and major freight railroads in the U.S. FRA data for the first quarter of 2018 show that the commuter railroad had only 35 of 440 locomotives equipped with PTC gear, 37 of 124 necessary radio towers, 172 of 1,100 employees trained in the safety system, and no operational track segments with PTC.

In addition to field testing on the Morristown line, FRA will require NJ Transit to also complete and submit a master plan, a testing plan, related schedules for implementation, and key documentation on software and hardware — and how it works together.



#### [SEPTA SEEKS ENGINEERING PROPOSALS FOR KING OF PRUSSIA RAIL EXTENSION](#)

PHILADELPHIA, July 3, 2018, Progressive Railroading - The Southeastern Pennsylvania Transportation Authority (SEPTA) has released a request for proposals (RFP) to advance engineering work for its proposed King of Prussia Rail extension of the Norristown High Speed Line.

The RFP's scope covers preliminary design work, including utility and geotechnical investigations and surveying. The chosen bidder will advance the engineering and architectural design from the conceptual locally preferred alternative, which SEPTA chose in January.

The firm will complete 15 percent of the project's total design, according to a SEPTA press release.

The selected engineering consultant also will take into consideration the public's needs as the design is developed and finalized.

"The extension of the Norristown High Speed Line to King of Prussia will promote and strengthen regional growth by better linking Center City, University City and King of Prussia — the greater Philadelphia region's three largest employment centers," said SEPTA General Manager Jeffrey Knueppel.

The 4.5-mile King of Prussia extension will provide a one-seat ride to King of Prussia from either the 69th Street Transportation Center or the Norristown Transportation Center.

#### [SEPTA CELEBRATES ARRIVAL OF NEW ACS-64 ELECTRIC LOCOMOTIVES WITH 'INAUGURAL RUN'](#)

PHILADELPHIA, July 11, 2018, SEPTA Press Release (Edited) - SEPTA is taking a major step forward in its overall effort to enhance Regional Rail service with the introduction of the Siemens ACS-64 electric locomotives. Today, SEPTA executives gathered with Siemens representatives, elected officials, and other dignitaries to celebrate the arrival and inaugural revenue service operation of the new ACS-64 locomotives.



**SEPTA ACS-64 No. 901 AT CHESTNUT HILL EAST STATION IN PHILADELPHIA ON ITS INAUGURAL RUN ON WEDNESDAY, JULY 11, 2018 - JESSICA GRIFFIN, PHILLY.COM**

The purchase of the new locomotives was made possible by Act 89, Pennsylvania's comprehensive funding transportation bill. The new vehicles

are designed for improved reliability and increased service availability.

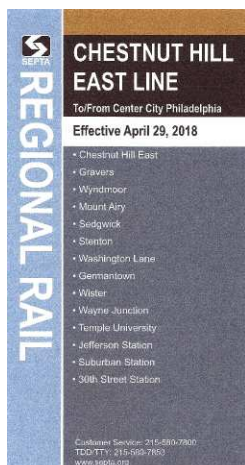
SEPTA is purchasing a total of 15 ACS-64 electric locomotives from Siemens. Built at Siemens' Sacramento, California rail manufacturing hub, the 15 new ACS-64 electric locomotives will allow SEPTA to expand its fleet while replacing eight aging locomotives, including the last remaining AEM-7 locomotives still running in the country. As part of an ongoing effort to increase capacity, the Siemens locomotives will be in service with SEPTA's existing rail coach cars and eventually will be paired with a new fleet of multi-level coaches that have been ordered from CRRC MA Corp.

The ACS-64 electric locomotive is equipped with a FastBrake New York Air Brake System and electronically controlled pneumatic brake system that is suited for push-pull operation without turning. With a wide-body, double-cab design, the locomotive also features an integrated Crash Energy Management System, is equipped with regenerative braking and an onboard Advanced Civil Speed Enforcement System control unit including train radio, automatic train control and positive train control. The engineers cab and amenities on the ACS-64 have been designed with the assistance of the Brotherhood of Engineers Cab Committee.

"This locomotive is not only powerful, but also efficient and reliable" said Michael Cahill, president of Siemens Rolling Stock in the U.S. "We are proud that these locomotives got here on time and in great working condition, and we are excited to work with SEPTA to improve availability so more Philadelphians can get to their destinations safely and on time."

Nearly a dozen Pennsylvania companies were involved in the manufacturing of these locomotives. In Philadelphia, Ben-Tech provided the handrails and couplers came from York based Voith Turbo. The Miller Welding and Machine Company in Jefferson County provided fabricated metal components. O-R-X Railway Corporation in Blair County performed the wheel-set pressing.

The ACS-64 electric locomotive has a proven service record with over 24 million track miles in revenue service with existing customers. Similar locomotives operating on the Northeast Corridor have brought enhanced transportation benefits to riders, reducing delay incidents by 25 percent and reducing delay times by 30 percent. In conjunction with the planned purchase of new multi-level passenger cars, SEPTA will be able to provide additional capacity to accommodate its growing ridership.



**SEPTA REGIONAL RAIL**  
**CHESTNUT HILL EAST LINE**  
 To/From Center City Philadelphia  
 Effective April 29, 2018

- Chestnut Hill East
- Glavers
- Wyndmoor
- Mount Airy
- Sedgwick
- Swanton
- Washington Lane
- Germantown
- Water
- Wayne Junction
- Temple University
- Jefferson Station
- Suburban Station
- 30th Street Station

Customer Service: 215-580-7900  
 TDD/TTY: 215-580-7863  
[www.septa.org](http://www.septa.org)

## TIMETABLE 08-18

For Lancaster Chapter News,  
 see "INSIDE THE BACK PAGE"

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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](http://www.readingrailroad.org)**

Saturday-Sunday, Aug. 4-5, 2018

**Greenberg's Train Show at the Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA 19456. Info:**

[www.trainshow.com/oaks08](http://www.trainshow.com/oaks08)

Sunday to Sunday, Aug. 5-12, 2018

**NMRA 2018 National Convention. Info: <http://www.kc2018.org/>**

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

**2018 NRHS Convention, at the Ramada Cumberland Downtown, 100 S. George St., Cumberland, MD 21502. Info: [www.nrhs.com](http://www.nrhs.com)**

Saturday, Aug. 11, 2018

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

Saturday-Sunday, Aug. 11-12, 2018

**Greenberg's Train & Toy Show at the New Jersey Expo Center, 97 Sunfield Ave., Edison, NJ 08837. Info: [www.trainshow.com/edison08](http://www.trainshow.com/edison08)**

Sunday, Aug. 26, 2018

**43<sup>rd</sup> 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](http://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](http://www.lehighvalleytrainmeet.com)**

Sunday, Sept. 23, 2018

**Atlantic Division TCA Train Show at the Sheet Metal Workers Union Hall, 1301 South Columbus Blvd., Philadelphia, PA 19147. Info: [www.adtca.com](http://www.adtca.com)**

Saturday, Sept. 29, 2018

**30th Annual Schuylkill Haven Borough Day. Info: [www.shboroughday.com](http://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, [fryerstore@yahoo.com](mailto:fryerstore@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](http://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/](http://www.yorktrainshow.com/york-train-meet/)**

Saturday-Sunday, Oct. 27-28, 2018

**Great Scale Model Train Show at The Cow Palace - Maryland State Fairgrounds, 2200 York Rd., Timonium, MD 21093. Info: [www.gsmts.com](http://www.gsmts.com)**

Sunday, Nov. 4, 2018

**Atlantic Division TCA Train Show at the Sheet Metal Workers Union Hall, 1301 South Columbus Blvd., Philadelphia, PA 19147. Info: [www.adtca.com](http://www.adtca.com)**

Saturday-Sunday, Nov. 10-11, 2018

**First Frost Train Meet at the Allentown Fairgrounds, 1925 W. Chew St., Allentown, PA 18104. Info: [www.allentowntrainmeet.com](http://www.allentowntrainmeet.com)**

Saturday-Sunday, Dec. 1-2, 2018

**25th Annual Ocean City Train Show at the Ocean City Music Pier, 825 Moorlyn Terrace, Ocean City, NJ 08226. Info: [www.oceancityvacation.com](http://www.oceancityvacation.com)**

**ROUTE 741 EAST, STRASBURG, PA**  
[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)  
**717-687-8628**



**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

**Sunday, Oct. 7, 2018** - Garden Railways Tour

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

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

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



### STRASBURG RAIL ROAD

#### SPECIAL EVENTS

[WWW.STRASBURGRAILROAD.COM](http://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, Aug. 3, 10, 17, 24, 31, 2018** - Hostling Tour at 8:00 am

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

**Friday, Sept. 7, 14, 28, 2018** - Hostling Tour at 8:00 am

**Friday, Oct. 5, 12, 2018** - Hostling Tour at 8:00 am

**Saturday, Oct. 6, 13, 20, 2018** - Oktoberfest

**Saturday, Oct. 20, 2018** - The Great Train Robbery

**Friday-Saturday, Oct. 26-27, 2018** - Strasburg Spooktacular

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

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

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

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



### JULY, 2018

#### CHAPTER MEETING MINUTES

The "AWAY" Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society, was held at the Middletown & Hummelstown Railroad (in car 329), Middletown, Pa. on Sunday, July 15, 2018. The meeting was called to order at 2:55 p.m. by President Tom Shenk with 26 chapter members and 9 guests.

**MINUTES:** President Tom Shenk asked for a motion to approve the June Membership Meeting Minutes. Evan Russell approved the motion and Glenn Kendig seconded the motion. The July Membership Minutes were approved as printed in the Lancaster Dispatcher.

**CHAPLAIN REPORT:** Chaplain David Stambaugh had nothing new to report. Helen Shaak would like to have a birthday card shower for Helen Snyder. She recently went to Moravian Manor. Helen's birthday is Saturday July 21. Her address is: Moravian Manor, 300 West Lemon Street, Lititz, Pa. 17543. Karl Schlecker (Drew's father) who was recently hospitalized was at today's chapter meeting.

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

**TRIPS:** President Tom Shenk reminded chapter members who are going on the trip in September (20-23, 2018) that your final payment is DUE on Tuesday, JULY 31, 2018.

**IMPORTANT DATES:** Tom Shenk announced these upcoming dates: Monday, August 20, will be the Chapter Membership Meeting at the Strasburg Rail Road. Tickets are only \$5.00 to ride the train. The train will depart at 7:00 p.m. Tom will have tickets for sale starting at 6:00 p.m. The Chapter Membership Meeting will be held on the train. Sunday, September 30, 2018 will be the Chapter's Annual Picnic. The Chapter will do something

different this year. Pork BBQ will be served instead of chicken. The picnic will be at 3:00 p.m. Monday, October 15, will be a Regular Chapter Meeting at the Christiana Freight Station. Saturday, November 17, will be the Annual Chapter Banquet. The Banquet will be held in the afternoon (2:00 p.m.) and will be a catered event held at the Christiana Freight Station. Chapter member Mark Hoffman will present the Banquet program.

**ANNOUNCEMENTS:** The Chapter would like to thank Linda Himpl for her volunteer work on the following projects: The Trolley Lantern speech and all the pictures and labeling of the Lantern for the dedication; writing and making up the trip flyers for the trip in September; all the advertising on Facebook and in the Lancaster papers for Chapter events; making up index cards and labels for all the donations the Library receives and keeping records of the DVD'S and book's; mailing out the National Bulletins to chapter members; making up the flyers, postcards, and posters for the Craft and Vendors fair to display at area establishments and contacting area businesses for donations of door prizes for the Chapter's Annual Banquet.

Rochelle Shenk announced The Manheim Historical Society will open the trolley on Sunday's from 1-4 p.m. over the summer months.

**ADJOURNMENT:** The meeting was adjourned at 3:05 p.m. for a photo run-by of the Middletown & Hummelstown train.

*Respectfully submitted by Donetta M. Eberly, Secretary*



### LESS THAN CARLOAD SHIPMENTS

#### LOCAL AND NATIONAL NEWS



### WORK FOCUSES ON TEST FIRE PREPARATIONS FOR C&O NO. 1309

RIDGELEY, W.Va., July 13, 2018, Trains News Wire - In a continuing update series of dispatches about the restoration of 2-6-6-2 No. 1309, Western Maryland

Scenic Railroad and contractor Diversified Rail Services said Friday they are closing in on a test fire.

"With the FRA hydro completed the momentum is building towards a test fire of her massive boiler," the two organizations said.

"The checklist of appliances and parts, including boiler fittings and key portions of the stoker/firing equipment, becomes shorter each week. Clean up and replacement of boiler brackets continues."

Earlier this month crews jacked up the locomotive for removal of the trailing truck. The trailing axle has been sent for tread and journal trueing prior to reinstallation in the truck frame, which needed repairs.

The cab floor, stoker elevator tube, and grate shaker have been installed, and work is underway to construct an all-welded ash pan. The original became a template for the new pan that has been joined to the original hopper bottom casing. Workers are also installing smokebox draft appliances, and grate parts are being cast.

The railroad has not said how it is funding the renewed effort to restore the locomotive, the last steam locomotive built for domestic use in the U.S. by Baldwin in 1949.

After major funding ran out last fall, wheel work continued as a result of donations from Trains readers contacted by direct mail. At the time contractor Gary Bensman of Diversified Rail said a crew of 4-6 could finish the engine in six months if an additional \$530,000 was raised. The locomotive had already cost \$1.8 million with at least \$800,000 from the state of Maryland.

When completed No. 1309, would become one of the largest steam locomotives in regular service in America, and the only Mallet type in operation east of the Mississippi.



**'LEVIATHAN' HAS FOUND A HOME AT A PENNSYLVANIA WEDDING VENUE**

ELIZABETHTOWN, Pa., June 29, 2018, Trains News Wire - Leviathan No. 63, Dave Kloke's sparkling standard gauge replica of an 1868 Central Pacific 4-4-0 American-type steam locomotive, has landed in a most unlikely home: A wedding and special events venue in Lancaster County, Pa.

A ticketed grand opening event for Star Barn Village July 3 and 4 includes a display of the locomotive under steam at the Stone Gables Estate, a 275 acre farm that includes a working horse ranch. The parent company is a well-funded non-profit whose stated purpose is supporting abandoned children worldwide.



**LEVIATHAN DEBUTED AT TRAINFESTIVAL 2009 IN OWOSSO, MICH., AND SOON BEGAN TRAVELING THE EAST AND MIDWEST TO TOURIST RAILROADS, MUSEUMS, AND OTHER SPECIAL EVENTS - TRAINS: JIM WRINN**

The centerpiece is an 1872 Gothic Revival-style star barn that has been disassembled and relocated to the site. A map of the venue shows Leviathan as part of the ensemble of venues. The engine is on 120-feet of panel track.

While an unusual location, the setting may turn out to be a big opportunity for the locomotive.

Project Coordinator Steve Torrico tells Trains News Wire that the venue also purchased Kloke's replica of the Lincoln Funeral Car, and that Kloke also will build a combine and two coaches to go on a new three-mile railroad that will be laid partially on a half a mile of right of

way that belonged to the now abandoned Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad, which hosted the Lincoln funeral train in 1865. "We will be laying track back down on this right of way and building 2.5 miles of new track through the property," Torrico says. "We plan to build a copy of the turntable at the Nevada State Railroad Museum, a wooden water tank, and we will have a wooden, covered railroad bridge, harp switch stands" and more.

The operation called the Harrisburg, Lincoln & Lancaster Railroad, will not be open as a tourist railroad but will operate for special events, weddings, and corporate events.

Kloke built the locomotive over a 10-year period in his construction company shop in the suburban Chicago city of Elgin. He debuted it in 2009 and added the Lincoln Funeral Car replica in 2015 to commemorate the 150th anniversary of Abraham Lincoln's assassination. The steam locomotive traveled to tourist railroads, museums, and festivals for years and was stored at Ohio's Age of Steam Roundhouse in recent years while the funeral car replica went elsewhere for display.

Leviathan was a sister engine to Jupiter, the Central Pacific 4-4-0 that was nose-to-nose with Union Pacific's No. 119 at Promontory Summit, Utah, on May 10, 1869, to mark the completion of the first transcontinental railroad. Schenectady Locomotive Works built the original Leviathan in August 1868 as part of an order for three other 4-4-0s: Jupiter, No. 60; Storm, No. 61; and Whirlwind, No. 62.

The 4-4-0 was the standard locomotive of its day and thousands of them were built to every gauge for use across the nation.

Kloke built the operating replica using plans from the replica Jupiter, now displayed at the Golden Spike National Historic Site at Promontory Summit. The Leviathan was the first standard gauge replica built in the U.S. in 30 years — since O'Connor Engineering in California constructed the two Promontory replica engines in 1979.

Leviathan is set up to burn oil and features air brakes, an appliance the original did not have. The backhead is equipped with two water glasses to conform to modern safety standards. Injectors ensure a safe water

supply, but replica water pumps adorn the locomotive's crossheads. The locomotive features a Russian blue boiler jacket, brass bands, ornate oil cups, and a host of other decorative items from the 19th century. In short, it is a real jewel.



**PENNSYLVANIA COURT RECONSIDERS ORDERS ON SHORT LINE CONTRACT AND OPERATIONS**

LEWISBURG, Pa., July 2, 2018, Trains News Wire - A Pennsylvania state appeals court on June 28 reversed itself and ordered a lower court in Clinton County, Pa., to reconsider a controversial short line service contract approved by the SEDA-COG Joint Rail Authority Board of Directors.

Officials with the Susquehanna Union Railroad, also known as the North Shore Railroad, say the appeals court had delivered "good news."

The North Shore has been the JRA's only operator on some 200 miles of track on five branch lines in central Pennsylvania since the state bought the lines from Conrail in 1984. In 2015, the board voted to award a seven-year contract to Carload Express of Oakmont, Pa., based on a point system in which Carload scored 1 point more than North Shore.

However, JRA officials balked, arguing that state law required 9 of the board's 16 members to approve the contract. The vote was 7 to 3, with six members abstaining.

Carload Express and North Shore both sued, and on May 3 the state appeals court overruled the lower court and ordered the JRA to award the contract to Carload Express.

According to the appeals court order, it remanded the case because the lower court "failed to resolve all issues," and that additional pertinent information had come to light.

According to pennlive.com, during a sworn deposition, a JRA board member said he had given no points to the North Shore when submitting his tally in 2015, but had planned to give the railroad 60 out of a possible 100 points, enough to put the railroad into a tie with Carload Express.

No date has been set for the new hearing.

In addition to the North Shore Railroad, Susquehanna Union operates the Nittany & Bald Eagle, Lycoming Valley, Shamokin Valley and Juniata Valley railroads.

Carload Express operates short lines in Pennsylvania, Ohio, and Delaware.

**THIS MONTH'S BANNER PHOTO**

PTC ACF-Brill trolley bus No. 228, running on a private excursion, meets PCC car No. 2180, northbound on Route 50, at 7th & Snyder Avenue, Philadelphia in 1968. View is looking southwest and the trolley car is turning onto Snyder Avenue.

**OPERATION LIFESAVER CANADA REMINDS YOU . . .**

**FINDING NEW WAYS TO REACH INDIGENOUS COMMUNITIES ACROSS CANADA**



**Look. Listen. Live.**

June 20, 2018, OLI-Canada - Operation Lifesaver's goal is to spread our rail safety message to Canadians across the country—and that includes reaching First Nation, Métis and Inuit Canadians. That's why to mark National Indigenous Peoples Day (June 21st) we're launching a series of resources developed specifically with these Indigenous audiences in mind.

OL has hired Design de Plume, an Indigenously owned graphic design company—and fellow member of the Canadian Council for Aboriginal

Business—to design the materials. This Ontario-based firm has years of experience creating communication pieces for First Nation, Métis, and Inuit organizations across Canada.

“Designing for Indigenous communities means approaching the project with a respect for Indigenous culture and world view,” explains Jennifer Taback, the principal designer at Design de Plume. “Indigenous people have their own languages, rich history, and unique challenges that are different than the general population. Learning more about Indigenous communities and offering services and resources directed to them helps foster a greater understanding not only in the community but also within the organization.”

Design de Plume has created version of the Look. Listen. Live. logo in the shape of a bird, inspired by a train track junction. According to Taback, they chose to use a bird in the logo because it is an uplifting image in Indigenous culture, and birds’ perceptiveness make them an appropriate symbol for a rail safety awareness.

Design de Plume has also redesigned OL’s general rail safety tip sheet, to make it more relevant to Indigenous audiences. These new resources will be made available on OL’s website as well as to our partners and provincial committees to use in their outreach with Indigenous communities across Canada.

## **NRHS** [2019 NRHS CONVENTION, MAY 8 - 12, 2019, SALT LAKE CITY, UTAH](#)

The 2019 NRHS Convention will be held in conjunction with the Union Pacific’s celebration of the 150th Anniversary of Driving the Golden Spike at Promontory, UT. Events for the convention are still in the planning stages and will include the ceremonies at Promontory to be held on May, 10, 2019.

The NRHS Convention will be headquartered in Salt Lake City, UT. A very special rate of \$149.00 per night plus taxes has been arranged at the headquarters hotel, Radisson Hotel Salt Lake City Downtown. Reservations can be made by contacting the hotel and asking for the “National Railway Historical Society” rate.

Radisson Hotel Salt Lake City Downtown, 215 South Temple, Salt Lake City, UT 84101. Phone: (801) 531-7500.

The nightly rate is \$149.00 + taxes. You must mention the “National Railway Historical Society” rate.

NRHS members are encouraged to contact the hotel soon as room space is limited and a large attendance for the celebration is expected. Don’t miss out on this special event. From the NRHS Convention Committee.

### [AMTRAK, HARRISBURG CHAPTER, NRHS TO NEGOTIATE ON FUTURE HOME OF GG1 NO. 4859](#)



**PRR 4859 WITH KEYSTONE TUBULAR TRAIN, WASHINGTON, DC IN 1959**

HARRISBURG, Pa., July 16, 2018, Trains News Wire - A quiet debate is unfolding over the future of a Pennsylvania Railroad electric icon.

Amtrak is planning upgrades to its Harrisburg station

and needs the Harrisburg Chapter of the National Railway Historical Society to cooperate in finding a temporary and then new permanent home for Pennsy GG1 No. 4859 and a Pennsy N6B cabin car, or caboose.

John Smith, president of the historical society chapter, tells Trains News Wire that the organization leases track space from Amtrak, though not

necessarily a specific track. The chapter owns the locomotive, caboose, as well as nearby Harris Tower, a former Pennsy interlocking that became surplus in the modern era.

The locomotive is usually on display on Track 5, which is one of two tracks that Amtrak plans to upgrade to high platforms to comply with Americans with Disabilities Act regulations.

Smith says the chapter is negotiating with Amtrak on “different levels” to find a permanent home for the equipment under cover. Smith says Amtrak has offered to place the locomotive on another track at the station, but one that he says is partially exposed to the elements. He also says the railroad talked about moving the rolling stock under a pavilion near Harris Tower, about 1,000 feet due north of the Amtrak station.

“My suggestion is to put another track in,” Smith says, so passengers boarding trains could still see the equipment and so that it stays out of the elements.

Smith argues that because the locomotive is on the National Register of Historic Places that Amtrak — using Federal government money — cannot put the chapter and its equipment at a disadvantage. He also says he wants to make certain that the Pennsylvania Historical and Museum Commission is at least notified of the pending move so the commission can lend whatever support it is able.

An Amtrak representative says the railroad looks forward “talking with the historical society about a permanent home.”

Pennsylvania Railroad workers built GG1 No. 4859 in December 1937 in Altoona, Pa., using GE components. This GG1 was the first electric locomotive to haul a revenue service train to Harrisburg in January 1938.

## **LANCASTER CHAPTER “RIDE THE RAILS” MEMBERSHIP MEETING**

**MONDAY, AUGUST 20, 2018, 6:00 PM**

**AT THE STRASBURG RAIL ROAD  
ROUTE 741, EAST**

**STRASBURG, PA 17579**

**GPS: 301 GAP ROAD, RONKS, PA 17572**

**Train Ride and Chapter Membership Meeting will be held rain or shine**

Arrive early at the Strasburg Rail Road station to board the 7:00 PM train for a relaxing ride to Paradise. Upon returning to Strasburg, we’ll have our Membership Meeting in one of the coaches. Restrooms will be available at the station and the shops and restaurant will close 15 minutes after the train returns to Strasburg.

Tickets for the train ride are available for \$5.00 per person from the Chapter. Please bring a check payable to: Lancaster Chapter, NRHS or CASH - \$5.00 ride is open to Members, Guests and Friends. However, there are a limited number of tickets available.

Everyone will need a ticket to ride the train. Tickets will be available from Tom Shenk starting at 6:00 PM.

Please purchase your ticket from the Lancaster Chapter at the discounted price of \$5.00. Regular coach price is \$15.50 at the Strasburg Rail Road Ticket Office.





## “INSIDE THE BACK PAGE”

### UPCOMING LANCASTER CHAPTER ACTIVITIES

**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 PM 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 relaxing meeting.

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

**SEPTEMBER 30, 2018 - SUNDAY, 2:00 PM - CHRISTIANA FRT STA - BOARD MTG & 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**



### PHILADELPHIA’S NEW ELEVATED RAIL PARK OPENS

The greening of Philadelphia continues as the first phase of the Rail Park — Philly’s hotly anticipated elevated park and recreational pathway funded and built by Center City District — gets an official opening date just in time for the start of the summer season.

On Thursday, June 14, a quarter-mile stretch of new urban greenspace opened to the public where the Reading Railroad once ran.

#### RAIL PARK PHASE I FAST FACTS

- The first complete phase of the Rail Park opened on Thursday, June 14.
- The section curves southeast from Broad and Noble streets to 11th and Callowhill streets.
- Visitors can enjoy lush greenery, plentiful seating, public art and elevated city views.
- Entry to the Rail Park is free, with entrances at Broad and Noble streets, 13th and Noble streets and Callowhill Street between 11th and 12th streets.



Phase I’s footprint stretches from Broad and Noble streets, jumps up to the Reading Viaduct overhead and ends above the 1100 block of Callowhill Street. When visitors traverse the first piece of the park, they can look forward to lush plants and trees, public art by local artists, plenty of seating and space for gathering, bench-style swings and first-rate elevated city views.

Phase I of the Rail Park project turns a quarter-mile stretch of abandoned train tracks into a spacious elevated park with plenty of trees, plants and places to relax.

Inspired by urban elevated parks like the High Line in New York and Promenade Plantée in Paris, three distinct sections make up the plans for the Rail Park: the Viaduct, a half-mile-long elevated iron pathway that’s twice the width of the High Line; the Cut, which spans 9 blocks and dips 30 feet below street level; and the Tunnel, a 3,000-foot-long industrial stone passageway made of

vault and brick. Phase I makes up part of the Viaduct.

When the three sections come together, the resulting pedestrian-friendly pathway will connect 10 different Philadelphia neighborhoods to Fairmount Park and Center City and transform the site of two obsolete Reading Railroad lines into a vibrant public space.

The plan for the Rail Park sprouted from a neighborhood organization’s vision to build a public park in place of the abandoned Reading Viaduct. In 2010, that organization — now known as Friends of the Rail Park — partnered with Center City District to begin work on Phase I of the Rail Park.

Over the next eight years, Center City District commissioned an environmental and feasibility analysis, commissioned a concept and schematic design study (with the city’s Commerce Department and the Department of Parks & Recreation) and hosted neighborhood meetings and online surveys. Contributions from the William Penn Foundation and Poor Richard’s Charitable Trust also aided in the park’s creation. (Uwishunew - Philadelphia)



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