

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 50 NUMBER 4

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

APRIL 2019

Some Of The World's Most Respected Companies Told Conrail Where To Go.



Every year, thousands of Jaguars ride in style on Conrail.

Sunkist delivers fresh fruit fast from California and Arizona to the ripe markets of the Northeast via Conrail.



Mayflower Transit was looking for ways to make more efficient coast-to-coast truck connections. Conrail delivered.



Conrail developed a touch light enough to help GE plant bulbs in millions of homes.



Honda relies on Conrail for connections between Ohio and Japan.



Hallmark sends timely greetings to the entire Eastern seaboard via Conrail.

You might not believe the places these customers told Conrail to go. Or the schedules they told us to meet. But their message was clear: if we couldn't handle the job, they'd take their business elsewhere.

So we developed connections with trucks, overseas shipping lines and other railroads to go anywhere on Earth.

We developed a touch soft enough to handle their most delicate goods. And we developed the speed and precision to meet their most exacting just-in-time delivery schedules.

To do all that, we also developed our sense of hearing. We listened to our customers' requests, then set up efficient, economical connections.

So if you're looking to make better U.S. or worldwide connections, give Conrail a call at 800-932-9292, and tell us where to go. You'll find yourself in some pretty elite company.



Conrail. Still Making The Right Connections.

TRAINS MAGAZINE 50TH ANNIVERSARY ISSUE - NOVEMBER 1990



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



JOE BOARDMAN, FORMER AMTRAK PRESIDENT, DIES

ROME, N.Y., Mar. 7, 2019, Trains News Wire — Joseph H. Boardman, Amtrak's second-longest-serving president and CEO, has died. Boardman, 70, suffered a stroke while vacationing with his wife and family in Florida on March 5 and passed away early this morning, Amtrak announced.



**JOE BOARDMAN, NEAR HIS
HOME IN ROME, N.Y., IN
2018
BOB JOHNSTON**

A U.S. Air Force Vietnam veteran who served as New York State Transportation Commissioner for 8 years beginning in 1997, Boardman was named Administrator of the Federal Railroad Administration in 2005. He became familiar with Amtrak operations while sitting on its board of directors as the Department of Transportation's representative, and was named in 2008 to succeed Alexander Kummant as the company's ninth non-interim president.

His eight-year tenure was surpassed in duration only by W. Graham Claytor, Jr. (1982-1993). During his time as CEO, Boardman initiated equipment purchases of 70 Siemens ACS-64 electric locomotives for the Northeast Corridor; 130 Viewliner II baggage, baggage dorm, sleeping, and dining cars (though he was

troubled by CAF, USA's repeated production failures); and 28 Alstom Avelia Liberty electric trainsets that are to replace Northeast Corridor Acela Expresses beginning in 2021.

Boardman championed Amtrak's efforts to encourage state and local community grant applications to help pay for needed infrastructure improvements along the Southwest Chief's route. Although he was criticized for not acting on efficiency and mobility improvement recommendations to other long-distance routes, such as converting the Sunset Limited and Cardinal to daily operation, Boardman told Trains in an interview last September that there was no way he could convince Amtrak's board at the time to find and spend the necessary money on the national network.

Boardman had been outspoken about the direction current Amtrak management was taking the company since his departure in September 2016 [see "Boardman talks to Trains," March 2019]. In retirement, he became sharply critical of his successors' jettisoning of institutional knowledge with management buyouts, food service downgrades, and attempts to weaken the performance of long-distance trains.

"He was very hands on with employees and respected their expertise," one current Amtrak employee tells Trains News Wire.

Recently-retired car attendant Lou Drummeter, a 32-year Amtrak veteran, traveled with Boardman on business car Beech Grove during dozens of inspection trips and facility visits. "He believed in boots on the ground — getting out on the railroad to see the operation and listening to employees," Drummeter says. The car was always positioned on Superliner trains adjacent to a transition dorm; when passing through the train Boardman encouraged employees to come back to tell him what was on their mind. "With Joe, you could always speak freely," recalls Drummeter. "And when he had tough decisions to make, you could see his angst."

Boardman is survived by his wife, Joanne, three children and several grandchildren. Funeral arrangements are pending.

PASSENGER SERVICE FROM NYC TO WESTERN MASSACHUSETTS TAKES A STEP TOWARD REALITY

PITTSFIELD, Mass., Mar. 8, 2019, Trains News Wire — An effort to establish "one seat" train service from New York City to Berkshire County in Massachusetts took a large step forward recently, when the group overseeing the effort issued a 40-page report calling for a two-year pilot program to begin in 2020.

The Berkshire Flyer would start as a seasonal, weekend train running between New York Penn Station and Pittsfield, Mass. The key connection point would be Amtrak's Albany-Rensselaer, N.Y., station, where the north-south Empire Corridor connects with the east-west line to Boston. One train would run from New York to Pittsfield on Friday, and another would run the opposite way on Sunday. The service would run from Memorial Day through Columbus Day weekends. A ticket would cost about \$70 each way.

The pilot project grew out of a desire to boost tourism in the western part of Massachusetts, says state Sen. Adam Hinds, D-Pittsfield.

"One priority has been linking the region with regional economic centers," Hinds says. The area is home to attractions such as the Tanglewood music venue and the Massachusetts Museum of Contemporary Art.

Berkshires officials had for years contemplated establishing passenger service to New York City using Housatonic Railroad tracks that run from Pittsfield through Connecticut, Hinds says. Estimates to bring the line up to code for passenger rail service were \$300 million.

About two years ago, Hinds says he learned that since Amtrak connects Pittsfield to Albany-Rensselaer through the daily Lake Shore Limited, it might be possible to use those tracks to run trains that would continue to New York City. He introduced legislation in 2017 directing the Massachusetts Department of Transportation to create a working group to study the feasibility of service that would use Empire Corridor tracks as the backbone for service to Pittsfield.

"They reported back that it was, in fact, feasible, would be beneficial economically, and would require no new capital investment for the infrastructure," Hinds says.

Hinds says DOT then told the group it would need to answer questions before a pilot could be established: 1.) How would the group handle the "last mile," when someone arrives in Pittsfield without a car and needs transportation; 2.) What is the plan to market the train; and 3.) What is the financial plan?

The just-released report contains the group's answers. It identifies car and shuttle availabilities, marketing strategies, and the costs for the pilot. The group projects it will cost \$421,561 to start the program in June 2020. That would be offset by ticket revenue of \$184,000, leaving \$237,561 to be raised elsewhere. Hinds says he's hopeful a combination of federal, state, and local funding will be obtained to launch the program.

The group is also working to determine a sponsor for the program, Hinds says. This would be an entity that would be the point of contact for companies such as Amtrak and CSX Transportation, which owns portions of the trackage, as well as governmental agencies and private companies that will be dealing with the project. The working group included a representative from Amtrak, who has indicated that the railroad could work the Flyer into its schedule.

The sponsor will also be key to marketing the program, says Thomas Matuszko, executive director of the Berkshire Regional Planning Commission, one of the local groups that is helping to coordinate the project. Given that the pilot program is set to last for two years, "in order for

it to continue on, there has to be the ridership. For that to happen, there has to be some pretty strong promotional efforts going on," Matuszko says.

[AMTRAK TO POST MATCHING-GRANT FUNDS FOR 'SOUTHWEST CHIEF'](#)

WASHINGTON, Feb. 27, 2019, Trains News Wire — Amtrak has informed federal, state and local officials along the route of the daily Southwest Chief that, with the enactment of the recent full-year funding bill by Congress, it will provide matching funds to enable a federal grant to be awarded for safety and reliability upgrades on the train's route in Kansas, Colorado, and New Mexico.

Earlier this month, Congress passed and the President signed into law the [fiscal year] 2019 Appropriations Act, which included critical funding for Amtrak and intercity passenger rail. The legislation set aside at least \$50 million of its National Network grant for improvements to the Southwest Chief route. Amtrak is using \$3 million of these funds to match a \$16 million grant successfully sought by these states, counties and cities and awarded to Colfax County, N.M. The grant and matching funds from the partners will result in an investment of more than \$26 million.

Amtrak and BNSF Railway began community discussions regarding needed route safety and other infrastructure improvements in 2011. Since then, more than \$80 million has been committed from U.S. Department of Transportation grant programs, state and local governments, Amtrak and BNSF.

Amtrak will use the newly available federal capital funding in coordination with these stakeholders to continue needed work on the next route segment in New Mexico.

Amtrak is also working on a long-term financial plan with our state and local partners to address the unique challenges of this route, particularly where Amtrak is the only user of these BNSF tracks in Colorado and New Mexico.

The Southwest Chief, Amtrak trains 3 and 4, provides a daily service between Chicago and Los Angeles and is the shortest and fastest Amtrak route between those cities.

Though not mentioned in the press release, Amtrak was aware as early as last fall of the \$50 million infrastructure set-aside for the Southwest Chief route in draft language for the 2019 appropriation. But management waited until the long-delayed government funding bill was passed, rather than voluntarily supply its \$3 million match to a federal grant that was approved last summer, thus delaying the improvements. In referring to "the unique challenges of this route," the company hints that although the Chief is a national network train and is getting the \$50 million from congress, Amtrak still may ask for some unspecified additional financial help from "our state and local partners," the same contributors who Amtrak turned its back on when it initially denied the match. — Bob Johnston

[AMTRAK SUSPENDS ALL PHILADELPHIA-HARRISBURG SERVICE](#)

PHILADELPHIA, Mar. 4, 2019, Trains News Wire — Amtrak has suspended all service between Philadelphia and Harrisburg because of problems with the overhead catenary wire west of the Elizabethtown, Pa., station.

The suspension was announced at 6 a.m. EST on Monday, March 4 and is in effect pending the completion of repairs.

The passenger railroad had previously announced the cancellation of several trains on the Philadelphia-Harrisburg route because of anticipated heavy snow today.



[CSX AND MARYLAND SEEK FEDERAL FUNDING FOR HOWARD STREET TUNNEL CLEARANCE PROJECT](#)

BALTIMORE, Mar. 5, 2019, Trains News Wire — CSX Transportation CEO James Foote on Monday, March 4 joined Maryland Gov. Larry Hogan in officially seeking federal funding for the \$466 million Howard Street Tunnel clearance project.

Hogan's office announced that it submitted an application for a U.S.

Department of Transportation grant that would fund raising clearances in the tunnel to permit double-stacks to reach the Port of Baltimore.

Related clearance work at 22 locations between Baltimore and Philadelphia would open CSX's Interstate 95 Corridor to double-stack service, as well, officials said.

If the \$228 million grant request is approved, the project would take five years to complete.

"This is an essential project for the Port of Baltimore, State of Maryland, and the entire East Coast," Hogan said in a statement. "Reconstructing the Howard Street Tunnel will create thousands of jobs, open up new trade lanes for the port, and improve overall freight rail service across our nation. I'd like to thank our leadership team at the port and CSX for their partnership and willingness to continue working with us on a solution. We look forward to working with our federal partners to make this transformative project a reality."

Former CSX CEO E. Hunter Harrison stunned Maryland officials when he pulled out of the project in November 2017, citing its costs and the strings that come attached to federal money.

Maryland officials urged Foote to reconsider what at the time was a \$425-million project that would have relied on a combination of federal, state, and railroad funding. CSX had been prepared to spend \$145 million on the project.

In December 2018, CSX agreed to commit \$91 million to the Howard Street Tunnel project. Maryland will contribute \$147 million.

Foote hailed the project in a letter to Transportation Secretary Elaine Chao.

"CSX proudly endorses the State of Maryland's transformative ... grant application to increase clearances in the Howard Street Tunnel and 22 adjacent locations, which would provide double-stack rail service for the Port of Baltimore and the entire I-95 corridor," Foote wrote in the March 4 letter. "This critical infrastructure project would position Baltimore, the state, the Mid-Atlantic and the nation for long-term, sustainable economic growth, reduced highway congestion, and a cleaner environment."

State and local officials view the project as vital for the Port of Baltimore, which currently lacks double-stack cleared intermodal service. The port has fallen behind its East Coast rivals in the era of ever-larger container ships.

Maryland officials estimate the tunnel project could add 80,000 containers annually to the Port of Baltimore.

With the completion of the first Virginia Avenue Tunnel project in Washington, D.C., in 2016, the Howard Street Tunnel remained the last major obstacle to double-stack service on CSX's Interstate 95 corridor between New Jersey and Jacksonville, Fla.

CSX has been raising clearances between Baltimore and Philadelphia in anticipation of new finished vehicle traffic from the Volvo assembly plant near Charleston, S.C., that began production last year.

Those clearance projects will support domestic double-stack service as well.

[CSX TRANSPORTATION CEO SAYS SERVICE IMPROVEMENTS WILL BRING TRAFFIC BACK TO THE RAILROAD](#)

NEW YORK, Mar. 6, 2019, Trains News Wire — Railroads can only regain traffic lost to the highway if they can provide dependable, trucklike service, CSX Transportation CEO Jim Foote says.

A typical carload customer — be it plastics, chemicals, paper, or lumber — might send only 60 percent of its business via rail, while the rest goes by truck, Foote says.

"The reason they ship it in a truck is because they don't trust the railroad to get it there on time," Foote told an investor conference on Wednesday. Shippers would rather send more business the railroad's way, Foote says, because it's 10 to 15 percent less expensive than truck.

Before adopting Precision Scheduled Railroading, carload transit time

might vary between five and nine days and a car might arrive as scheduled only 50 percent of the time, Foote says. No shipper in their right mind would send all their freight via a railroad with that kind of performance, he says.

The reason to improve efficiency and reliability under Precision Scheduled Railroading, Foote says, is to get a higher share of the billions of dollars of revenue from freight that's moving via highway but should be in freight cars.

The way to get there, Foote says, is to improve carload trip-plan compliance, which now stands in the high 60-percent range, up from 50 percent when CSX rolled out trip plans last year.

"We need to get that to 90 percent or so," Foote says. "So there's a tremendous amount of potential there for improvement."

CSX is already regaining some merchandise traffic lost to truck over the years, Foote says, adding that this is not business the railroad lost from widespread service disruptions in 2017.

Service suffered in the second half of 2017 as former CEO E. Hunter Harrison made rapid operational changes that gummed up the railroad and drew shipper complaints and the scrutiny of federal regulators.

CSX continues to work on reducing the number of times a car is handled en route, which shaves costs and improves service reliability, Foote says.

"It's an evolution. As I said, as we improve efficiency, what we're doing is improving the quality of the service product that we have for our customers. And that takes time. It takes time to get traction and it takes time to improve," Foote says.

He spoke at the J.P. Morgan Aviation, Transportation & Industrials Conference.

[CSX TRAIN DERAILS IN DOWNTOWN BALTIMORE, CARS DANGLE FROM VIADUCT](#)

BALTIMORE, Mar. 15, 2019, Trains News Wire — Railroad crews responded to a train derailment in downtown Baltimore late Friday afternoon.



DERAILED CSX FREIGHT IN THE BALTIMORE AREA WITH AT LEAST NINE FREIGHT CARS COMING OFF THE BRIDGE THAT CARRIES THE LINE (FORMER B&O PHILADELPHIA LINE) OVER FALLS ROAD, THE JONES FALLS, AND THE BALTIMORE STREETCAR MUSEUM'S TRACKS BELOW THE BRIDGE. THE STREETCAR MUSEUM'S POWER STATION HAS BEEN SEVERELY DAMAGED AS ONE OF THE CARS LANDED ON THE BUILDING ITSELF WHICH MEANS THAT THE MUSEUM WILL NOT BE ABLE TO OPERATE ANY STREETCARS FOR NOW - TRAINORDERS.COM

Early reports indicate that a freight train derailed several cars, including a tank car over a viaduct before entering an underpass or tunnel in the city. The train derailed near the Baltimore Streetcar Museum. The Baltimore Sun reports that the train derailed in the Howard Street Tunnel. CSX Transportation trains use that tunnel.

CSX did not immediately respond to a request for comment from *Trains*.

The former Baltimore & Ohio Philadelphia Line runs north of downtown Baltimore between Bay View Junction in northeast Baltimore and Camden Station on the west side of downtown. South of the derailment site, it traverses the famous Howard Street Tunnel. The line sees freight traffic between Baltimore and Philadelphia. No injuries have been reported.



[NS FREIGHT TRAIN NEARLY HITS HOUSE ON GEORGIA TRACKS](#)

ATLANTA, Mar. 14, 2019, Trains News Wire — Truck drivers in Georgia will now be routed around a troublesome railroad crossing, thanks to a near-collision last week between a Norfolk Southern freight train and a manufactured home stuck on the tracks.

On March 8, a portion of a manufactured home being shipped through Temple, Ga., became stuck on a grade crossing at milepost 675.6 along Norfolk Southern's busy Atlanta-to-Birmingham, Ala., mainline. Approaching westbound NS freight train 187 was able to stop just short of striking the stranded home, coming just feet from plowing through the structure.

Temple Police Lt. James Hollowood tells *Trains* that GPS routing is to blame for the incident.

Hollowood says the home was being shipped in two sections using routing orders from the Georgia Department of Transportation. The first section cleared the crossing at Ringer Crossroad with no issues, but it was the second section that became lodged on the crossing due to the weight of the structure being distributed more forward of center. Hollowood says when the train approached at just more than 20 m.p.h., the crew spotted the obstruction on the crossing and made an emergency brake application in order to stop just short of the unconventional collision.



A NORFOLK SOUTHERN TRAIN STOPPED WITHIN FEET OF STRIKING A MODULAR HOME STUCK ON RAILROAD TRACKS IN GEORGIA ON MARCH 8 - PHIL MATON

"He was able to stop within about four feet of space left before colliding with the house," Hollowood says. "We had a crossing collision with a truck last year at that crossing, so we are very well-versed in that type of event. But I can say that in 21 years (of police work), this is the first time with a manufactured home being stuck on the tracks."

Norfolk Southern's Atlanta-to-Birmingham line is busy, with an average of about one train per hour passing across the line. Hollowood says the crossing at Ringer Crossroad has been troublesome in the past, particularly last year when a NS freight train struck a tractor-trailer which had also become stuck on the tracks. The driver in that collision was cited for ignoring warning signs about the crossing. Hollowood says that after consulting with NS Police, the driver in the March 8 incident was not cited since the incident resulted from his routing orders from the state.

"DOT is usually pretty strict about routing, so we did not cite the driver this time," Hollowood says. "I did speak with DOT about the crossing this week, and they added that road to their restricted list, and they also added seven more roads, so we shouldn't have this issue again due to DOT routing. Driver error could still occur, so this is bound to happen again at some point ..."

Hollowood said NS 187 was stopped for about two hours due to the incident but was able to proceed westbound after the crew completed an inspection of their train.



[ATLANTIC CITY RAIL LINE AND PRINCETON DINKY TO RESUME SERVICE MAY 24](#)

Alternate Service Options Remain in Effect Until Service Resumes

CHERRY HILL, NJ, Feb. 27, 2019, NJ Transit News Release — NJ TRANSIT Executive Director Kevin Corbett today announced the Atlantic City Rail Line (ACRL) and the Princeton Branch (Dinky) will resume full service on Friday, May, 24th. Executive Director Corbett made the announcement to customers at a forum at the Cherry Hill Municipal Building.

"Providing a clear date of restoration is the right thing to do for our customers, so that they can regain the use of the service and the confidence in its reliability, which are both so critical to their mobility," said Governor Murphy. "I am pleased to see that the Princeton Dinky, which is so important to thousands of commuters, and the Atlantic City Rail Line,

which is a key part of the life blood of the Jersey Shore, will be operating in time for Memorial Day weekend and the kickoff to the summer tourism season.”

“We understand that providing this timeline is so important to our customers’ ability to get their lives back to normal,” said New Jersey Department of Transportation Commissioner and NJ TRANSIT Board Chair Diane Gutierrez-Scaccetti. “We know that customers were inconvenienced by the service disruptions to the ACRL and the Dinky and I’m pleased that those disruptions will be ending soon.”

“We understand just how much our customers depend on the service we provide on these two rail lines. The decision to temporarily suspend service on the ACRL and the Princeton Dinky was not made lightly, but we’ve remained committed to restoring service as soon as we possibly could,” said NJ TRANSIT Executive Director Kevin Corbett. “Thank you to all of our customers for their patience, which allowed us to accelerate the installation of Positive Train Control and meet the required year end federal milestones. We look forward to, once again, providing our ACRL and Princeton Dinky customers a predictable and reliable rail service they deserve.”

[PROPOSED BUDGET WOULD GIVE NJ TRANSIT A \\$100 MILLION BOOST](#)

TRENTON, N.J., Mar. 6, 2019, Trains News Wire — Aiming to address NJ Transit’s ongoing service issues, New Jersey Gov. Phil Murphy’s proposed 2020 budget includes a \$100 million increase in funding for the transit agency.

If passed by the state General Assembly and Senate, the total budget of more than \$36 billion includes \$407 million for NJ Transit in the fiscal year beginning July 1, 2019.

“We owe our commuters a transportation system that makes their lives smoother rather than harder,” Murphy said in his speech to state lawmakers. “They deserve a system that is safer, more reliable, and customer-oriented.”

The proposed budget 2020 will end the use of capital funding for operations and provide for hiring more engineer trainees; a shortage of engineers has led to regular cancellation of commuter trains. It will also allow for more stringent ticket enforcement; currently, trains are sometimes so overcrowded that conductors can’t get completely through rail cars to check tickets or collect fares. After NJ Transit and Amtrak reached agreement last month on back payments, additional funding will help badly needed infrastructure and renovations at New York’s Penn Station. New Jersey Transit’s facilities there are barely adequate during overcrowded rush hours and weekends.

Commuters have already received good news for their personal budgets. Last week, Gov. Murphy signed into law a commuter tax cut. Commuters will be able to directly benefit from pre-tax savings accounts to pay for their rail fares.

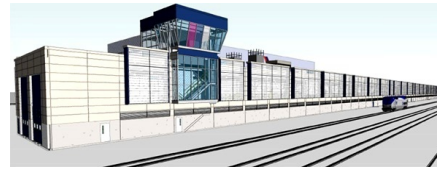
Murphy made it clear the nation’s second-busiest commuter rail line remains a priority.

“If it kills me, we’ll rebuild NJ Transit,” he said, to loud applause in the chamber.

The transit agency has already announced plans for the May resumption of long-delayed resumption of service on its Atlantic City Line and Princeton Dinky, the shuttle service between the Northeast Corridor and Princeton University campus.

[NJ TRANSIT BOARD APPROVES NEW MAINTENANCE, STORAGE FACILITY](#)

NEWARK, N.J., Mar. 14, 2019, Trains News Wire — To Amtrak operating crews, it’s a 4.5-mile-long, underutilized freight yard complex; to commuters and regional travelers, it’s an unremarked stretch of industrial New Jersey landscape. But to New Jersey Transit, this space just south of New Brunswick, N.J., will be its newest asset for maintenance and preparations for climate change.



A CONCEPTUAL IMAGE OF NJ TRANSIT’S NEW SERVICE AND INSPECTION FACILITY IN NEW BRUNSWICK, N.J. COURTESY NJ TRANSIT

NJ Transit’s board of directors, at its Wednesday meeting, voted to budget \$370 million for a new \$245 million service facility at the site, as well as \$125 million for emergency storage tracks as part of continuing Hurricane

Sandy remediation.

In 2012, the hurricane’s impact on NJ Transit’s main facility in Kearny, N.J., the Meadowlands Maintenance Complex, included damage to more than 300 railcars. Difficulties in the agency’s efforts to restore regular service were exacerbated by the storm surge that devastated the low-lying facility, located between the Passaic and Hackensack rivers.

The resulting search for a site on higher ground led to the 2015 selection of County Yard, next to the Northeast Corridor in New Brunswick, as well as the nearby Delco Lead.

County Yard will be used for regular operations, including overnight storage, light maintenance, and inspections, as well as under emergency conditions. Near NJ Transit’s Jersey Avenue commuter rail station, the Pennsylvania Railroad yard will reduce deadhead moves, being 30 miles closer to Newark and New York than NJ Transit’s current Morrisville facility. That, in turn, will help the agency reduce overall energy usage and associated greenhouse gas emissions.

Project construction is expected to be finished by 2021.



[SEPTA’S TRANSIT POLICE GO ON STRIKE, SERVICE TO CONTINUE](#)

PHILADELPHIA, Mar. 6, 2019, Philly.com - Police officers responsible for patrolling SEPTA’s stations and vehicles began a strike Wednesday afternoon.

SEPTA spokesperson Andrew Busch confirmed that a strike by nearly 200 officers had begun at 3:30 p.m.

The transit agency is not anticipating the strike will cause any service interruptions. SEPTA intends to rely on the department’s 49 supervisors to work 12-hour shifts to cover patrols. Philadelphia police will assist with enforcement at transit hubs in the city, Busch said. Police in suburban communities will provide coverage at Regional Rail stations.

By late afternoon Wednesday, transit officers had put up a picket line outside SEPTA’s headquarters at 1234 Market St.

One issue that led to the walkout was SEPTA’s policy regarding body cameras, said Omari Bervine, president of Fraternal Order of Transit Police Lodge 109, which represents 178 SEPTA officers. SEPTA does not allow officers to review body camera footage before providing statements when there is an investigation into officers’ conduct, he said. That policy puts officers at a disadvantage, Bervine said, if the details they provide differ from what’s on camera.

SEPTA declined to comment Wednesday on the body camera issue but shared its policy, which states that officers must prepare an incident report before viewing video.

Officers returned to duty for the shift that began at 11 p.m. on March 12.



[SEPTA’S SEP-TAINABLE ANNUAL REPORT HIGHLIGHTS INDUSTRY-LEADING SUSTAINABILITY EFFORTS](#)

PHILADELPHIA, Mar. 12, 2019, SEPTA Press Release Today SEPTA provides an update to its industry-leading sustainability program with the release of the SEP-TAINABLE Annual Report for 2019.

Since 2012, SEPTA has established itself as an industry leader due to its

dedication to a comprehensive triple-bottom-line approach to environmental, social, and economic sustainability. The 2019 Annual Report details sustainability achievements from the past year, including:

Continued transition towards one of the largest "green" bus fleets in the United States, including the largest zero emission fleet on the East Coast by the end of 2019 and more than 95 percent of the fleet either hybrid or electric by 2021;

> Completion of the largest transit energy storage project on the East Coast, with 10.75 megawatts of batteries capturing, storing, and reusing energy created by braking trains on the Market-Frankford & Broad Street subway lines;

> Contract execution for the second largest solar project in the history of the City of Philadelphia, with three megawatts of panels currently being installed on the roofs of four bus and rail maintenance facilities across the city;

> Release of an RFP soliciting proposals to convert 10-20 percent of SEPTA's base electrical load to renewable energy;

> Implementation of a comprehensive building energy retrofit program that self-funds facility upgrades through guaranteed energy savings generated by each project;

> Progress on an infrastructure resilience program with projects to reinforce power, rail right of way, and stormwater systems in an ongoing effort to guard against the impacts of extreme weather;

> Aggressive enforcement of the vehicle anti-idling program that strictly adheres to city and state regulations, with initiatives as far-reaching as new signage at bus terminals, compliance checks by transportation managers and automatic-shut off devices for all new buses;

> Certification of a second maintenance facility under the globally recognized ISO14001 standard for environmental management.

This Annual Report reinforces SEPTA's enduring commitment to environmental, social and economic sustainability for the region.

"SEPTA's Sustainability Program has generated millions of dollars in cost savings, grants, and new revenues, benefitting both the environment and the bottom line," said SEPTA Board Chairman Pasquale T. Deon, Sr. "This annual report represents another year of progress towards building a safer, more efficient and sustainable transit system for our region."

SEPTA has enabled Philadelphia's transportation emissions to remain significantly below the national average. According to The City's recently released "Clean Energy Vision for Philadelphia," transportation represents 17 percent of citywide emissions. Nationally, the United States Environmental Protection Agency has reported that for the first time in 40 years, nationwide, transportation is the largest source of greenhouse gas emissions at 28 percent.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN APRIL

Apr. 1905 - 56 train crews moved from Trenton to new 400-acre yard at Morrisville, Pa.

Apr. 22, 1910 - LIRR Board observes 75th anniversary with a trip around the western end of the system.

Apr. 30, 1915 - Lancaster & Quarryville Railroad Company, Lewisburg & Tyrone Railway Company, and Pennsylvania, Monongahela & Southern Railroad Company merged into PRR under agreement of Dec. 28, 1914.

Apr. 7, 1920 - West Jersey & Seashore Board approves designation as Atlantic Division.

Apr. 26, 1925 - PRR inaugurates *The American* on 24-hour schedule as

fastest train between New York and St. Louis; appointments similar to *Broadway Limited*, including baths, ladies lounge, stenographer, barber, valet, ladies maid and manicurist.

Apr. 27, 1930 - PRR changes the name of its Main Line station from "Villa Nova" to "Villanova."

Apr. 7, 1935 - PRR completes electrification of all New York-Washington passenger trains; runs 639 electrified trains daily, of which 191 are locomotive hauled and 448 are MU trains; 47 daily freight trains are to be electrified in a few weeks, for a total of 686 trains and 34,740 train-miles; delivery of the first 57 GG1's has begun.

Apr. 15, 1940 - West Jersey & Seashore Railroad Board authorizes equipping 22 P70 coaches and 2 PB70 combines with "Dunlop-pillo" seats, metal sash and shatterproof glass and 47 cars with ventilating fans; approves Absecon track elevation; purchase of 24 "Brilliner" streamlined trolley cars for Atlantic City and the sale of 11 open trolley cars; abandoning Chelsea Yard in Atlantic City; abandoning third rail on the middle track between Brooklawn and South Westville.

Apr. 13, 1945 - A meeting is held in the Philadelphia office of Chief of Passenger Transportation E. E. Ernest and reaches tentative arrangements for handling Pres. Roosevelt's funeral train from Washington to Hyde Park and return; a number of changes are subsequently made in the consists and schedule; among the last minute changes, two B&O engines are to be kept at Washington and PRR protect steam engines at Baltimore and Wilmington; hump operation at Bay View Yard is stopped while the funeral trains pass, and mail conveyors are stopped at 30th Street Station in Philadelphia.

Apr. 9, 1950 - PRR runs first New York-Washington excursion train since World War II on Easter Sunday.

Apr. 15, 1955 - Three Penn Center, first office building on former Broad Street Station site, is ready for occupancy.

Apr. 11, 1960 - PRR announces placing seven new diesel tugs in service in New York Harbor, replacing 12 old tugs, including the last steam-powered; tugs built by Dravo Corporation at Pittsburgh, are *New York, Jersey City, Trenton, Harrisburg, Pittsburgh, Cincinnati and Indianapolis*; note New York Harbor marine operations cost \$573,000 per month.

ca. Apr. 1965 - Last runs of Class BP20 Baldwin Sharknoses in passenger service on the NY&LB between South Amboy and Bay Head Jct.; last in service are A-units Nos. 5771, 5773, 5777, 5779 and 5782; they have been used because they have faster acceleration with the long trains and frequent stops, but they are plagued by diesel fumes seeping into the cab.

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



TIMETABLE 04-19

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

Saturday, April 6, 2019

Delaware Train Show, Nur Shrine Center, 198 S. DuPont Highway, New Castle, DE 19720. Info: www.toyshow.org

Thursday-Saturday, April 11-13, 2019

Eastern Division - TCA York Train Show, York Expo Center, 334 Carlisle Ave., York, PA 17403 Info: www.easterntca.com

Saturday, April 13, 2019

Harrisburg Chapter, NRHS Annual Banquet at Hoss' Steak and Seafood House, 743 Wertzville Rd., Enola, Pa. Social Hour 5:30 pm, Dinner 6:00 pm, Program by PENNDot Deputy Secretary for Transportation Jenn Granger at 7:00 pm. Buffet menu. \$25 per person to Dick Crow, 412 Ricky Rd., Mechanicsburg, Pa. 17055 with check payable to Harrisburg Chapter NRHS and number of attendees you're paying for.

Monday & Tuesday, April 22-23, 2019

Commemoration of the Lincoln Funeral Train at Elizabethtown's Stone Gables Estate. Info, schedules and tickets at www.TheStarBarn.com

Saturday, May 4, 2019

Columbia Railroad Day by the Columbia Historic Preservation Society, 19-21 North 2nd St., Columbia, PA 17512. Info: www.columbiahistory.net/1324-2/

Tuesday-Sunday, May 7-12, 2019

2019 NRHS Golden Spike Rails Convention at the Radisson Hotel-Downtown, 215 West South Temple, Salt Lake City, Utah 84101. The telephone number is: 1-801-531-7500. Info: www.nrhs.com

Wednesday-Saturday, May 15-18, 2019

PRRT&HS Annual Meeting/Strasburg at Wyndham Lancaster Resort and Convention Center, 2300 Lincoln Highway East, Route 30, Lancaster, PA, 17602, 717- 299-5500. Info: www.prrths.com

Saturday, May 18, 2019

Three River Valley Flyer, A Railfan RDC Mainline Excursion over the Reading & Northern Railroad departing Port Clinton - by the Lehigh Valley Chapter, N.R.H.S. Info: www.lehighlines.org or CNJ91507@yahoo.com

Sunday, May 19, 2019

PCC II Trolley Excursion in conjunction with the East Penn Traction Meet in Allentown, Pa. on May 17-19, 2019. 11: 00 A.M. to 3:00 P.M., departing from SEPTA's Elmwood Depot traversing SEPTA Routes 11, 13, 34 and 36. \$45.00 per person. Snacks and drinks will be available for purchase on the car. To reserve a seat, please mail check for \$45.00, made out to FPT, INC., to Harry Donahue, 103 Mulberry Court, Morgantown PA 19543. Info: Harry Donahue HAD2709@aol.com or Bill Monaghan TROLLEYDRIVER@comcast.net.

Saturday & Sunday, May 25 thru Nov. 24, 2019 except October

RDC Excursions from Reading Outer Station to Jim Thorpe, PA on the Reading, Blue Mountain and Northern Railroad. \$35/Person. Info: www.readingnorthern.com

Friday-Sunday, July 12-14, 2019

To celebrate the 70th birthday of the 1949 Broadway Limited equipment, three of the original railcars are taking to home rails for a once-in-a-lifetime experience. Travel along the original route of the Broadway from New York to Pittsburgh and return in these meticulously-restored railcars. Info: www.broadwaylimited1949.com

Saturday & Sunday, Oct. 5-6, 26-27, Nov. 2-3, 2019

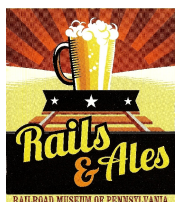
Diesel Engine Excursions from Reading Outer Station to Jim Thorpe, PA on the Reading, Blue Mountain and Northern Railroad. \$39/Person. Info: www.readingnorthern.com

Saturday & Sunday, Oct. 12-13, 19-20, 2019

Steam Locomotive Excursions from Reading Outer Station to Jim Thorpe, PA on the Reading, Blue Mountain and Northern Railroad. \$69/Person. Info: www.readingnorthern.com

Thursday-Saturday, Oct. 17-19, 2019

Eastern Division -TCA York Train Show, York Expo Center, 334 Carlisle Ave., York, PA 17403 Info: www.easterntca.com



**300 GAP ROAD, ROUTE 741 EAST
STRASBURG, PA 17579
WWW.RRMUSEUMPA.ORG
717-687-8628**

Saturday, April 6, 2019 - Rails & Ales

Sunday, June 30 - Sunday, July 7, 2019 - Reading Railroad Days

Monday-Friday, July 8-12, 2019 - Barons & Builders Day Camp Ages 9 & 10

Monday-Friday, July 22-26, 2019 - Barons & Builders - Ages 11 & 12

Saturday & Sunday, Aug 17-18, 2019 - Model Railroading Days

solar **udine** [RAILROAD MUSEUM OF PENNSYLVANIA TO EXHIBIT HISTORIC SOLARI BOARD](http://RAILROADMUSEUMOFPENNSYLVANIA.COM)

STRASBURG, PA, Feb. 15, 2019, Friends of the Railroad Museum - The Railroad Museum of Pennsylvania is pleased to announce that Amtrak's split-flip arrivals and departures status board — also known as a Solari board — from Philadelphia's historic William H. Gray III 30th Street Station will soon be exhibited at the Railroad Museum of Pennsylvania.

According to director Patrick C. Morrison, the Museum has been engaged in discussions with Amtrak for several years regarding the future of the Gray 30th Street Station Solari board. Conversations have ramped up in recent months, as Amtrak has been gradually updating their stations with modern ADA-compliant technology, which offers passengers better real-time scheduling and gate-change information.

"Given the strong public interest in the Solari board, and its nostalgic value," says Morrison, "Amtrak opted to make the board available to potential developers as part of their design proposals for their redevelopment plans for 30th Street Station. The Solari board will still come to the Railroad Museum of Pennsylvania on a temporary basis, and it will be displayed here until Amtrak can reincorporate it into their redevelopment plans for Gray 30th Street Station. We are certainly excited for the opportunity to have the Solari board as a prominent Museum exhibit for as long as it is here. We will take extra good care of it," he adds, "and will certainly present it to our visitors in the best possible light."

Once it arrives at the Railroad Museum of Pennsylvania, the Solari board will be stored temporarily until a base can be built to properly display it, hopefully before this summer. Because it is on loan to the Museum, the Solari board will not be operated, so as not to risk damaging it in any way. Instead, it will be preserved as a time capsule of sorts, just as it looked when it flipped for the last time at Gray 30th Street Station on January 26, its final day of operation.

This Solari board, named for its Italian manufacturer, was the last one in service for Amtrak. Split-flap arrivals and departures status boards are electromechanical wonders dating back more than half a century, replacing chalk boards and other earlier methods for announcing and updating the arrival and departure times at train depots and terminals from the dawn of the railroad age. While Gray 30th Street Station's Solari board is a product of the 1970s, its technology is from a pre-digital era.



**STRASBURG RAIL ROAD
301 GAP ROAD, RONKS, PA 17572**

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Through Friday, April 5, 2019 - Lancaster, Oxford & Southern Motorcar

Friday, May 10 thru Oct. 18, 2019 - Hostling Tour at 8:00 A.M.

Monday-Friday thru Nov. 8 2019 - Shop Tour at 12:00 P.M.

Friday-Sunday, April 19-21, 2019 - Easter Bunny Train

Saturday, May 4, 2019 - The Great Train Robbery

Saturday-Sunday, June 22-30, 2019 - Day Out with Thomas - With Percy!

Saturday, July 20, 2019 - The Great Train Robbery

Saturday-Sunday, Sept. 28-29, 2019 - N&W Railway Steam Reunion

Friday-Sunday, Oct. 4-6, 2019 - Railfan Photography Extravaganza

Saturday-Monday, Oct. 12-14, 2019 - Rail & Road: A Transportation Evolution

Saturday-Sunday, Oct. 19-20, 2019 - At the Throttle of N&W Steam



N&W 611 VISITS STRASBURG - A REUNION OF STEAM

Experience a once-in-a-lifetime steam train extravaganza as Strasburg Rail Road welcomes the iconic Norfolk & Western Class J 611 steam passenger locomotive to join our own locomotive #475 for four weekends of special events including: whistle blowing, photo sessions, behind-the-scenes tours, family-themed events, and exclusive in-cab opportunities, where passengers can operate and fire the J Class 611 or Strasburg's Class M #475.

Beauty & Brawn

The reunion event — the first these two historic locomotives have served together in a long time — offers a rare chance to see and explore the only Class 'J' passenger locomotive still in existence today. Her simple lines, bullet nose, and Tuscan red stripe make 611 stand out as one of the most beautiful streamlined steam locomotives ever designed.

The special events in September and October include:

September 28-29: A Norfolk & Western Railway Steam Reunion

October 4-6: Railfan Photography Extravaganza with Lerro Productions

October 12-14: Rail & Road: A Transportation Evolution

October 19-20: At the Throttle of Norfolk & Western Steam

Ticket prices range from \$5.00 to \$750.00 depending upon the event.



POTTSTOWN'S NEW LANDMARK

Colebrookdale Railroad Website - With your help, a new landmark will rise in Memorial Park. The Borough of Pottstown and the Colebrookdale Railroad Preservation Trust are partnering to create a monumental edifice within the Park, serving as both a train station connecting passengers with the Park, the regional trail network, Pottsgrove Manor, the recently refurbished early-1900s Pottstown Carousel, and as a community space for our citizens

looking to partake in Parks and Recreation classes and events.

The building will also forward Pottstown's healthy living initiatives, offering a bike share operation and kayak/canoe rentals. The building will enhance Memorial Park's utility as a regional event space and create a community cultural hub that is currently lacking. The building's setting and design hearken to the era when Pottstown was a place people were proud to call home.

We have raised over \$1.1M dollars from a broad range of sources for this project, with public sources including two counties, the Commonwealth of Pennsylvania, and the federal government, and private sources including foundations, corporations, and individuals, all of whom have affirmed the multiplicative benefits of this people-focused, Pottstown-centric project to the community. But we need your support to help us reach our final goal.

The building reaffirms Pottstown's identity as a place for building big dreams. Once famous for building the Golden Gate Bridge, the Panama Canal locks, and making Mrs. Smith's Pies, today Pottstown is working hard to re-invent its post-industrial self. A core part of that strategy is creative placemaking that capitalizes on our unique history, architectural and industrial heritage, cultural diversity, and scenic and geographical beauty. Heritage and culture-based placemaking is a sound investment in a place rich in historic fabric like Pottstown both because it undergirds a tourism-based economy and, more importantly, because it orients and

affirms the identity of our people.

No project has led the charge for creative placemaking in Pottstown more boldly than the non-profit Colebrookdale Railroad Preservation Trust working to revive the Civil War railroad corridor linking Pottstown with the Secret Valley to the north. Built by soldiers just home from the Civil War, the Colebrookdale connects our founder's home, Pottsgrove Manor, with the oldest iron industries in the New World through lands rich in Native American lore. Largely forgotten by time, the Colebrookdale was brought back to life in 2014 and has created jobs and renewed optimism in Pottstown. Each year it brings up to 30,000 people from every state in the nation and multiple foreign nations to Pottstown. Its terminus is in Memorial Park, our community's recreational and cultural core and a place we see as our best bet for future creative placemaking investments.



WESTERN MARYLAND SCENIC LAYS OUT TIMETABLE FOR FINAL 1309 RESTORATION PUSH

CUMBERLAND, Md., Feb. 27, 2019, Trains News Wire Western Maryland Scenic Railroad's contractor on the restoration of Chesapeake & Ohio 2-6-6-2 No.

1309 on Wednesday laid out a timetable that leads to the engine's debut for the long July 4 weekend.

Gary Bensman in a video interview with Western Maryland Scenic Executive Director John Garner said his crew is focused on piping on the boiler and plans to install the rear engine in March, the front engine in April, and have the engine testing in May.

The boiler was test fired last September but reassembly work was slowed while suppliers reproduced parts that went missing in a theft of items belonging to the engine.

The \$2.6 million project was delayed multiple times as the cost of the project grew from an early \$800,000 estimate and funding lagged behind. Work resumed last spring, but was hampered after it was discovered that a former railroad employee had stolen and scrapped critical parts.

On Tuesday, the John Emery Rail Heritage Trust awarded the project \$40,000.

If this timetable holds, No. 1309 will hit the rails about the same time Union Pacific sends newly restored Big Boy No. 4014 on its inaugural voyage in May.

When restoration is complete, No. 1309 will be the only operating compound-mallet type locomotive east of the Mississippi River. A 1309 Club has been created to find 200 donors interested raising money to finish the engine. To help, see, wmsr.com/support-co-1309-restoration.



NICKEL PLATE ROAD NO. 765 WILL GO BACK TO OHIO

PENINSULA, Ohio, Mar. 4, 2019, Trains News Wire — The 2019 mainline steam picture just

got a little brighter.



July.

"We're looking forward to having the engine back in the Valley and being able to provide such a magnificent excursion for railfans, families, and the greater community," spokeswoman Katie Brewer says.

This is the sixth year in a row for No. 765 at the popular annual Steam in the Valley event that typically sees the famed Berkshire, which in 2019 is celebrating both its 75th birthday and its 40th year since restoration, pull

Cuyahoga Valley Scenic Railroad representatives said Monday they'll happily host Nickel Plate Road 2-8-4 No. 765 again on excursions this fall for two long weekends, Sept. 20-22 and 27-29. Tickets will go on sale much earlier this year than last year when they were offered starting in

two 2-hour trips each day through the scenic and historic Cuyahoga Valley National Park near Cleveland.

"Cuyahoga Valley's Steam in the Valley event is the perfect venue for passengers, our crew, and our locomotive," says Kelly Lynch, vice president of the Fort Wayne Railroad Historical Society, custodians of the Lima-built locomotive. "In addition, the ability to offer six miles of Throttle Time on board the 765 is critical to raising funds for the continued preservation and operation of the locomotive. We couldn't ask for better hosts or partners in the CVSR and National Park Service." He also thanked Norfolk Southern and CSX for ferrying No. 765 between its base just outside Fort Wayne and Cleveland.

No. 765's return to Cuyahoga Valley is welcomed news to mainline steam fans. Between Amtrak's ban on special excursion trains and the implementation of Positive Train Control, mainline steam other than on Union Pacific will be scarce in 2019. Iowa Interstate plans to run one of its Chinese-built 2-10-2s in May and June. Cuyahoga Valley operates over its own tracks, a former Baltimore & Ohio route, that does not fall under PTC rules.

But Cuyahoga Valley might not be the only stop on No. 765's calendar this year. Lynch added that the organization is researching old and new excursion venues for potential visits. One venue, however, that won't be on the calendar this year is Chicago's Metra commuter agency due to the PTC requirement. But that obstacle is only temporary: The locomotive and two others last week received grants from the John Emery Trust for PTC gear.

MARCH, 2019

CHAPTER MEETING MINUTES



The "Sunday" Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, March 17, 2019. The meeting was called to order at 2:15

p.m. by President Tom Shenk with 33 members present. New Chapter members, Jim Donohue and Bill Fitch were in attendance at today's Chapter membership meeting.

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

CHAPLAIN: The Chapter received a 'thank you' card from Kathy Crouse, Sue Allen, and Deb Irwin. Their father, John Pleger passed away on February 3, 2019. John was 88 years old and was married to his wife for 66 years. The Chapter also received a 'thank you' card from Phyllis Krochmal. Her husband Frederick passed away last year.

TREASURER'S REPORT: In Treasurer Richard Rutledge's absence, Tom Shenk gave the Treasurer's Report for the month of February.

MEMBERSHIP: Helen Shaak reported there are 99 Family memberships, 43 Regular memberships, 2 Student memberships and 3 memberships that did not renew yet. Smoke and Helen Shaak are leaving Wednesday, March 20 to attend the Board Meeting in Birmingham, Alabama. They will also be traveling in May to Salt Lake City for the Convention.

CHRISTIANA FREIGHT STATION CLEAN-UP DAY: The Christiana Freight Station Clean-up Day will be Saturday, June 15 starting at 9:00 a.m. The Christiana Fire Company is holding their Annual Breakfast on the same day. Anyone who can help at the clean-up day can meet at the Christiana Fire Company for breakfast and then head over to the Christiana Freight Station for the clean-up starting at 9:00 a.m. The Lions Club will also be having a sub sale on Saturday, June 15. If anyone is interested, the subs must be pre-ordered and you can contact Cindy Kendig.

DONATIONS TO THE CHAPTER: Steve Himpls announced the following donations to the Chapter. Bob Billete, a framed PRR Steam Locomotive Print. Mark and Michael Jenkins donated a cast iron crossing sign, an Adlake switch lamp and blue and yellow lamps. Ron Herr, a lantern from

Embury Manufacturing Company, a lantern from Erie 1025 Armspear Manufacturing Company. Harrisburg Chapter NRHS, two framed prints of a Lancaster County House in Adamstown, Pa. Sam Weaver, two PRR locks, one lock key, and three 1995 Lancaster Chapter NRHS Convention patches. Charles and Patti Webb donated a wooden wall telephone. Frank Harro donated an Adcraft roller grill (for the Chapter kitchen). Terry Frantz donated seven VHS tapes. A donation of a years' worth of "Trains" magazines was also made. Harrisburg Chapter is donating a "Camp Board" to the Strasburg Rail Road to be put into the J Tower. The "N60" Caboose will be donated to the Railroad Museum.

UPCOMING DATES: Tom Shenk announced Monday, April 15, Monday, May 20, and June 17 chapter membership meetings will all be held at the Christiana Freight Station. Monday, July 15 Chapter Membership Meeting will be an "Away" meeting at the Reading & Columbia Railway Rail Yard. There will be a shop tour at 7:30 p.m. and a tour of the trolley and to see the freight engine. More information will be in the newsletter. Monday, August 19 Chapter Membership Meeting will be at Strasburg Rail Road. September will be the Chapter's Annual Picnic. Monday, October 21 Chapter Membership Meeting will be held at the Christiana Freight Station. November will be the Chapter's Annual Banquet to be held at the Bird in Hand Restaurant. December will be the Chapter's Annual Christmas party. The Christiana Freight Station Open House event will also be in December.

DISCUSSIONS FROM BOARD MEETING: Steve Himpls reported on items discussed at the Chapter Board Meeting on Monday, March 11, 2019. Gang house repairs, driveway pot holes (Glenn will check into getting repaired), dropping the phone service at the Christiana Freight Station and just having service for the alarm system, increasing the price of the Strasburg Rail Road tickets we receive from \$7.00 to \$8.00. Exception when the Chapter sells the tickets at the Strasburg Rail Road Chapter Meeting in August for \$5.00. (limited to the purchase of no more than 10 tickets at the \$5.00 price on that day). The Chapter will be increasing the rental to \$225.00 for the Christiana Freight Station.

ANNOUNCEMENTS: Steve Himpls announced Columbia Historic Preservation Society is having a Railroad Open House on May 4, 2019. They will have Speeders, shops will be open, and display tables from vendors. Trolley rides to see the highlights of Columbia will also be available. Steve announced the Chapter will have a sales table and displays set up at this event. If anyone would like to volunteer to help on that day, contact Steve. Tom Shenk announced the Strasburg Rail Road Shareholder's Meeting is on Saturday, March 23 starting at 10:00 a.m. Tom Shenk announced the Lincoln Funeral Train re-enactment will be held on April 22-23, 2019.

ADJOURNMENT: The Chapter Meeting was adjourned at 2:35 p.m. for a slide presentation given by Marlyn Geesey on his travels to photograph trains in the 1980's.

Respectfully submitted by Donetta M. Eberly, Secretary



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



**UNITED STATES POSTAL SERVICE ISSUES STAMP SETS
CELEBRATING THE 150TH ANNIVERSARY OF THE
COMPLETION OF THE TRANSCONTINENTAL RAILROAD**

WASHINGTON, D.C., Jan. 29, 2019, Linn's Stamp News - The United States Postal Service will issue three different stamp



sets celebrating the 150th anniversary of the completion of the transcontinental railroad

The Postal Service announced details of these new issues Jan. 29. The stamps all will be issued as non-denominated forever stamps, which now sell for 55¢ each to match the postage rate for letter mail effective Jan. 27.

The Transcontinental Railroad stamps will be issued as a set of three in a pane of 18, with a May 10 first-day ceremony in Promontory Summit, Utah. The railroad's last spike was driven on that date and at that location 150 years earlier, in 1869.

"Two different stamps feature the Jupiter and the No. 119 locomotives that powered the trains carrying the officers and guests of two train companies to the Golden Spike Ceremony held when the two rail lines were joined at Promontory Summit in Utah," according to the Postal Service.

The two train stamps appear to be horizontal commemorative size; the third stamp is smaller and depicts the golden spike that was a prominent part of the ceremony.

"Art director Greg Breeding designed the issuance," the Postal Service said. "Michael J. Deas painted the Jupiter and No. 119 stamps. Kevin Cantrell illustrated the stamp depicting the ceremonial golden spike and did the border treatments and typography for all three stamps."



WABTEC, WORKERS REACH 90-DAY AGREEMENT TO CONTINUE NEGOTIATIONS, LOCOMOTIVE PRODUCTION IN ERIE

LAWRENCE PARK, Pa., Mar. 7, 2019, Trains News Wire — Locomotive laborers will soon be back to work under a 90-day agreement reached late Wednesday between Wabtec Freight and members of the United Electrical, Radio and Machine Workers of America Locals 506 and 618.

The *Erie Times-News* reports that the deal is only for 90 days to allow locomotive work to progress at the former GE Transportation plant while labor leaders and company officials continue negotiations on a long-term contract.

Wages have been a point of contention between the two sides, with Wabtec proposing lower wages for returning workers or new-hires. Union leaders say that the rates should remain close to current worker's \$35 per hour wages.

Workers have been on strike since Feb. 26, the day after Wabtec officially merged with GE Transportation.

Picketing ended immediately Wednesday night into Thursday with all workers expected back on the job Monday, March 11.

THIS MONTH'S BANNER PHOTO

Conrail GG1 No. 4800, "Old Rivets" at Wilmington Shops, Delaware in September, 1979.

OPERATION LIFESAVER REMINDS YOU...



OOPS!

A couple of corrections to the March issue of the *Lancaster Dispatch*:

Page 8, This Month On The Pennsy item for Mar. 13, 1939, the PRRT&HS states 'PRR S1 6-4-4-6 No. 6100, lettered "Americas Railroads.'" The tender was actually lettered "American Railroads."

Page 9, the Norfolk Southern photo caption incorrectly states, "NKP 757 passing the Reading & Columbia Railroad in Columbia, Pa." It should read Reading & Columbia Railway.

LATE BREAKING NEWS

AMTRAK, NORFOLK SOUTHERN SPAR OVER TWITTER COMMENTS

WASHINGTON, Mar. 18, 2019, Trains News Wire — Twitter wars are common enough between people of opposing political views, some celebrities, or various social-media influencers.

But between Amtrak and one of its host railroads?

A *Wall Street Journal* report notes that Amtrak and Norfolk Southern have been trading letters about an Amtrak tweet last month in which the passenger railroad blamed delays on the northbound *Crescent* on "Norfolk Southern freight train interference."

That led to a letter to Amtrak from an NS lawyer saying the tweet on the @AmtrakAlerts feed was advancing "a misleading narrative that operates at the expense of Norfolk Southern's reputation" and that further tweets would mean NS "will be forced to consider further action."

NS said the delay was actually because a sleeping and dining car uncoupled after the train left New Orleans.

Amtrak responded with a letter noting that after the initial mechanical issue, the train sustained more than three hours of additional delays because of freight trains — and cited 11 instances in of delays it said it had suffered because of Norfolk Southern.

The *Journal* story notes the underlying and ongoing issue in Amtrak's relationship with its freight railroad hosts: a lack of performance metrics to show how host railroads perform and the accompanying lack of enforcement of the law giving Amtrak trains preference over freight trains. The most recent ruling in the lengthy legal battle over those performance metrics would allow them to be developed by Amtrak and the Federal Railroad Administration.

The letter to NS from William Herrmann, Amtrak vice president, senior managing deputy general counsel and assistant corporate secretary, suggested that Norfolk Southern's "further action" should be "taking immediate action to improve the on-time performance of Amtrak trains on your railroad."



“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

APRIL 15, 2019 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

MAY 20, 2019 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

JUNE 15, 2019 - SATURDAY, 9:00 AM - CHRISTIANA FREIGHT STATION - STATION CLEAN-UP

We plan to meet at the Station at 9:00 AM. The Christiana Fire Company is holding their Annual Breakfast on the same day. Anyone who can help at the clean-up can meet at the Christiana Fire Company for breakfast and then head over to the Christiana Freight Station. We need lots of help - please join us if you are able.

JUNE 17, 2019 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

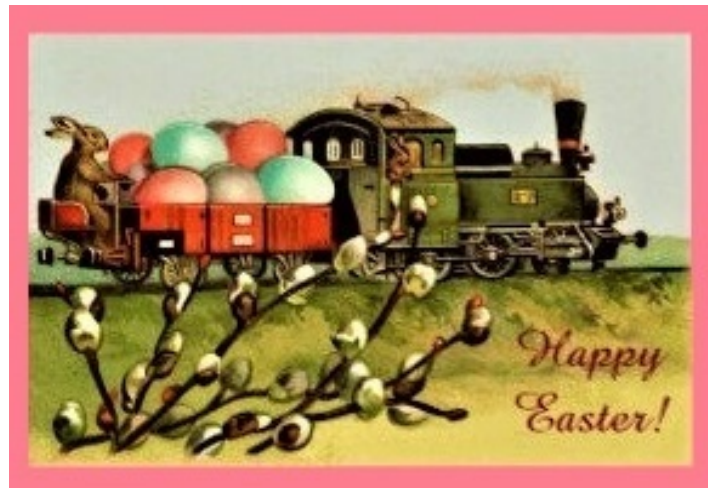
JULY 15, 2019 - MONDAY, 7:30 PM - READING & COLUMBIA RWY. RAIL YARD- CHAPTER MEMBERSHIP MEETING

COLUMBIA RAILROAD DAY
SATURDAY, MAY 4, 2019 9AM-4PM
 CLINICS, DEMONSTRATIONS, FOOD, LECTURES & TROLLEY TOURS
 LOCATIONS: COLUMBIA HISTORIC PRESERVATION SOCIETY & RMS INC.

Logos include: nrmca national model railroad association, COLUMBIA HISTORIC PRESERVATION SOCIETY, NATIONAL RAILWAY HISTORICAL SOCIETY, NORFOLK SOUTHERN, and RMS.

THE COLUMBIA HISTORIC PRESERVATION SOCIETY (CHIPS) AND THE COLUMBIA AND READING RAILWAY WILL HOST COLUMBIA RAILROAD DAY IN COLUMBIA, PENNSYLVANIA ON MAY 4, 2019 FROM 9:00 A.M. TO 4:00 P.M. A CELEBRATION OF LOCAL RAILROAD HISTORY WILL BEGIN AT THE (CHIPS) BUILDING AT 21 NORTH 2ND STREET. THIS FREE EVENT WILL INCLUDE MODEL RAILROADING CLINICS, RAILROADING DEMONSTRATIONS AND HISTORY LECTURES. GUIDES WILL PROVIDE LOCAL RAILROAD HISTORY ALONG A 30 TO 40 MINUTE TROLLEY ROUTE. THERE WILL BE A CHARGE FOR THE TROLLEY RIDE. THE TROLLEY WILL STOP AT THE COLUMBIA AND READING RAILWAY COMPANY BUILDING WHERE THE LANCASTER CHAPTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY WILL DISPLAY HISTORICAL RAILROAD ITEMS.

COLUMBIA HISTORIC PRESERVATION SOCIETY, 19-21 NORTH SECOND STREET, COLUMBIA, PA 17512 OFFICE: 717.684.2894



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

LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
1ST VICE PRESIDENT:	HAROLD SHAAK	717-484-4020	HSHAAK@DEJAZZD.COM
2ND VICE PRESIDENT:	GLENN KENDIG	610-593-6313	CINDYKENDIG@YAHOO.COM
SECRETARY:	DONETTA EBERLY	717-866-5514	SPECKEBERLY@YAHOO.COM
TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRUTLEDGE@NRHS1.ORG
EDITOR:	ED MAYOVER	302-834-3662	EMAYOVER@NRHS1.ORG
HISTORIAN:	TOM McMASTER	717-274-5325	PRRTOM@COMCAST.NET
1ST DIRECTOR:	CINDY KENDIG	610-593-6313	CINDYKENDIG@YAHOO.COM
2ND DIRECTOR:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
NATIONAL REP:	TOM STECKLER	610-593-2594	THOMAZ@COMCAST.NET
CHAPLAIN:	DAVID STAMBAUGH	717-292-1726	CHAPLAIN@NRHS1.ORG
CHAPLAIN:	CELL PHONE	717-683-3053	

MEMBERSHIP MEETING NOTICE

**LANCASTER CHAPTER, INC., N.R.H.S.
CHRISTIANA FREIGHT STATION
10 RAILROAD AVE., CHRISTIANA, PA.**

CHAPTER MEMBERSHIP MEETING

MONDAY, APRIL 15, 2019, STARTING AT 7:30 PM

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



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

**PLEASE DELIVER PROMPTLY
FIRST CLASS MAIL**

**FIRST
CLASS
MAIL**

Forwarding and Address Correction Requested

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