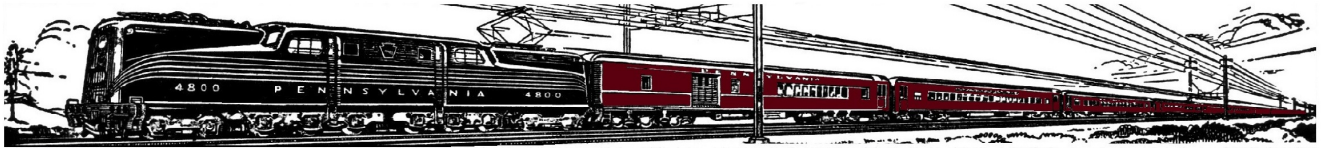


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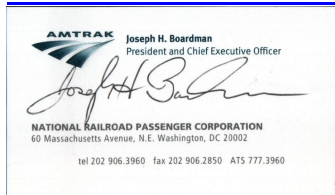
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“NEWS FROM THE RAILROAD WIRES”



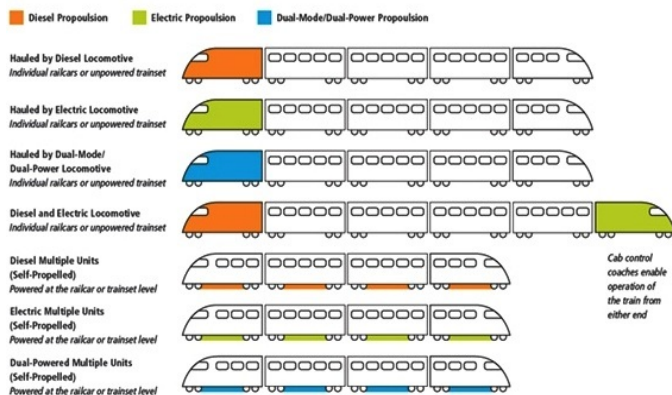
AMTRAK FLEET PLAN WOULD REPLACE AMFLEET I CARS, PREPARE FOR REPLACEMENT OF SUPERLINERS

WASHINGTON, Mar. 25, 2019, Trains News

Wire — While it is less than a definitive document, Amtrak has outlined its five-year plan for its equipment fleet, indicating the locomotives and cars it aims to replace or refurbish, as well as indications of how it would use that fleet.

Amtrak’s “Five Year Equipment Asset Line Plan,” issued last week, is presented as “not simply an equipment replacement program — it is a once-in-a-generation opportunity to advance Amtrak’s operations and product in ways that will maximize ridership, revenue, and customer satisfaction while increasing Amtrak’s efficiency in terms of both controlling costs and utilizing equipment resources.” It notes that Amtrak’s current railcar fleet averages nearly 33 years of age, while locomotives average nearly 21 years of age.

POTENTIAL AMFLEET I REPLACEMENT CONSIST TYPES



THIS ILLUSTRATION FROM AMTRAK’S FIVE-YEAR EQUIPMENT PLAN SHOWS THE VARIOUS TYPES OF EQUIPMENT THAT COULD REPLACE AGING AMFLEET I CARS - AMTRAK

The plan indicates the types of equipment the passenger railroad hopes to acquire or rebuild, but does not attempt to define the quantities of that equipment, noting specific needs will “become clear throughout the next 12 to 24 months” based on several key factors:

- Possible changes to Amtrak’s long-distance route or service structure. The Trump administration’s 2020 budget proposal would eliminate long-distance service, a corridor-focused model embraced by Amtrak’s current management.
- Potential changes that could come from outsourced food service, a concept Amtrak began exploring with a request for information last fall [See “Analysis: Amtrak trends continue in exploration of outside food service providers,” Trains News Wire, Sept. 13, 2018]
- Possible involvement of state partners in Amtrak orders, and their equipment needs and preferences.
- Seating capacity of equipment offered by manufacturers.

The plan addresses seven areas of equipment need. Three are already being addressed: the order for 130 Viewliner II long-distance cars, of which 97 were active as of October 2018; the order for 28 Avelia Liberty high speed trainsets for the Northeast Corridor, intended to be in service by 2022, and the order for diesel locomotives to replace the current P-40 and P-42 fleet. Amtrak has ordered 75 Siemens Charger locomotives; that order could eventually grow to as many as 175 units.

The plan outlines four other facets of needs for the Amtrak fleet:

- Replacement of Amfleet I cars, either with railcars, self-propelled multiple-unit equipment, or other trainsets. These could be diesel, electric or dual-mode.
- Acquisition of dual-power equipment — either locomotives or trainsets — to eliminate current engine changes between diesel and electric power at locations in the Northeast.
- Development of a plan for multilevel cars to replace the current Superliners (and, potentially, California and Surfliner cars), with those cars entering service between 2026 and 2031.
- Refreshing of Amfleet II, Superliner, Horizon and Viewliner I equipment, as well as possible reconfiguration of Viewliner I sleeping cars and Viewliner II dining cars.

Amtrak estimates funding to execute the plan could approach \$3.5 billion through 2024, with \$1.4 of that for the replacement of the Amfleet equipment. An additional \$1 billion to \$1.5 billion could be needed after 2024 to complete the Amfleet replacement.

AMTRAK STATE OF GOOD REPAIR BACKLOG TOPS \$33.3 BILLION

WASHINGTON, Apr. 1, 2019, Railway Track & Structures - There’s a lot of work to be done on Amtrak. The railroad said its state of good repair backlog (SOGR) has passed \$33.3 billion, with \$28.1 billion of that on the Northeast Corridor.

Those billion-dollar figures, included in a five-year infrastructure plan released by the railroad, mark an historic low point for the passenger service. Amtrak describes the state of good repair backlog (SOGR) as “the assets that have been assessed as at or nearing the end of their useful lives.”

Amtrak Engineering has set a target of 10 years to eliminate the SOGR backlog, the railroad said, while noting that only some portions of that goal is likely to be reached. “While achieving a 10-year schedule for all asset types would likely require more support resources (manpower, equipment and track outages) than are realistically available, Amtrak is confident that some assets such as Track, can be accomplished in this period if adequate funding is available,” the railroad said in its report.

Amtrak says it will need “\$3.33 billion per year to address SOGR across all the asset categories” during the next decade. The railroad also notes that when “assessing our forecast FY2019 to FY2024 capital funding there is a \$17.6 billion shortfall in funding to begin to address SOGR,” Amtrak said. Complicating matters is that the money needed to address the SOGR “is in addition to the necessary \$1.2 billion annual steady state investment required to prevent further infrastructure deterioration.”

The railroad cites years of under investment for the SOGR problem, and issued a “constrained” infrastructure plan for FY2019 to FY2024 capital program that doesn’t include SOGR funding. for Engineering totals \$6.45 billion – of which \$5.25 billion is infrastructure projects.

The full report runs 356 pages, and is full of detailed descriptions of work planned for the system. The entire report is worth a read, but some key highlights include

- \$436,384,111 over six years in spending related to concrete tie replacement along the Northeast Corridor. That project uses Track Laying System (TLS), a mechanized rail and concrete tie replacement unit utilizing the Track Laying Machine (TLM). The projects’ team, dubbed TLS Blue, has 129 workers made up of five gangs (Head-End, TLM, Clipping, Surfacing and Material Handling).

— \$93,791,94 over six years to replace wayside and interlocking turnouts throughout the Northeast Corridor. Also performed under this program is the removal of old ballast and track to restore proper drainage and the installation of new track panels.

— \$500,000 in FY2019 for a total redesign of the concrete tie used in high speed track. This will include benchmarking current design, developing and evaluating alternate designs, producing prototypes, laboratory testing and installation in track most of the work will be carried out by engineering consultants familiar with concrete tie design.

— \$646,841 over six years for rail grinding of newly installed continuously welded rail or switches along the NEC. (Grinding of older rail and switches will remain in the core budget.)

AMTRAK SPENDING \$23 MILLION ON UNNEEDED REAL-ESTATE LEASES, INSPECTOR GENERAL SAYS

WASHINGTON, Apr., 3, 2019, Trains News Wire — Amtrak spent at least \$23.2 million on unnecessary leases of office space, and could have made at least \$6.8 million in additional revenue through better management of its property, according to a report from the Amtrak Office of the Inspector General.

The report found Amtrak needed better data on its office space, citing as an example two buildings in New York City where the Amtrak offices had vacancy rates over 50 percent. “With better data, we estimate that the company could have avoided up to \$2.8 million in lease costs on one of the buildings through December 2020,” the report states.

It also states that Amtrak needs a formal process for decisions on leased office space. Amtrak’s facilities group “seeks input from departments on the need for lease extensions, but departments are not required to develop a business case or other formal analyses to support that input. This has led to costly lease extensions ... that exceed the company’s needs as well as missed opportunities to generate revenues.” As an example, it cites the Club Acela lounge in Boston, which it says is more than twice the size needed and will cost the company at least \$2.8 million for unneeded space over the life of its lease.

And it finds the company needs a long-term facility plan, which could help in space utilization and making sure office space fits the company’s long-term goals. It cites the planned construction for \$9.6 million of a temporary police building at Washington Union Station “without fully assessing potentially less costly options, such as accommodating some police functions in a nearby building it already owns.” Amtrak is also spending \$4.9 million for excess office space in Washington and \$3.1 for excess space in Boston, the report says.

AMTRAK TO SPEND \$90 MILLION ON BALTIMORE STATION IMPROVEMENTS

BALTIMORE, Apr. 5, 2019, Trains News Wire — Amtrak will spend \$90 million to upgrade Baltimore’s Penn Station, a move expected to ignite \$400 to \$600 million in development around the station area, the Baltimore Sun reports.

Amtrak will make station and track improvements and lease an adjacent lot to a group, Penn Station Partners, to build a mixed-use project.

“Amtrak seeks to transform central Baltimore into a premier regional transportation hub that will provide new amenities and transit connections,” Amtrak CEO Richard Anderson said in an announcement of the project.

Amtrak’s work will include the addition of a new station platform, as well as renovation of an existing platform to return it to service.

The Beaux-Arts station was completed in 1911 at a cost of \$1 million. More than 1 million passengers used the building in fiscal 2018.

AMTRAK EXPRESSES INTEREST IN DETROIT-TORONTO SERVICE

WASHINGTON, Apr. 3, 2019, Trains News Wire — Amtrak’s 2020 budget request includes a proposal to restore service between Detroit and Toronto,

although it makes no estimate of the funding necessary to start the service.

Curbed Detroit noted the line item, part of a table of “Funding Needs Above the Authorized Level,” which the report says “represents many of Amtrak’s priorities, but at this time it is meant to be illustrative.” It is one of two additions to service in the 2020 budget proposal, the other being extension and additional frequency for the Fort Worth, Texas-Oklahoma City *Heartland Flyer* to Newton, Kan.

“Amtrak is exploring places it can modernize and expand its services and network,” Amtrak spokesman Marc Magliari told *Curbed Detroit* in an email. “A Chicago/Western Michigan–Detroit–Toronto corridor is one of the services where we see promise.”

Amtrak last served Toronto from Michigan with the Chicago-Port Huron-Toronto *International Limited*, later simply the *International*. That joint operation with VIA Rail Canada ended in April 2004. The last Detroit-Toronto train ran in the 1960s.



AMTRAK BROCHURE FROM THE 1980S.

STUDY EXPLORES POSSIBILITY OF RETURNING AMTRAK TO DETROIT'S MICHIGAN CENTRAL STATION

DETROIT, Apr. 5, 2019, Trains News Wire — The revival of Detroit’s Michigan Central Station could include passenger train service.



MICHIGAN CENTRAL STATION IN 1981 - ERNEST L. NOVAK

Bridge Michigan, an online journalism cooperative, reports that the Detroit/Wayne County Port Authority have begun a \$30,000 feasibility study to determine the possibility of returning Amtrak service to the long-abandoned Detroit landmark, which is being revived by Ford as a

technology campus.

The study aims to determine how much it would cost to return Amtrak to the station, as well as a source of funding.

“The goal right now,” Kyle Burleson, executive director for the Port Authority, told *Bridge*, “is to try to figure out what it would cost, then determine where we go from there.”

The station last saw train service in 1988.



CSX TRANSPORTATION REACHES DEAL, AGAIN, TO SELL FLORIDA PANHANDLE ROUTE

JACKSONVILLE, Fla., Mar. 21, 2019, Trains News Wire — CSX Transportation’s deal to sell its Florida Panhandle route to short line operator RailUSA is back on.

The newly created Florida Gulf & Atlantic Railroad is scheduled to make its debut over the former CSX route sometime between May 31 and June 14.

CSX and RailUSA gained federal regulatory approval of the sale of 373 miles of trackage across the Panhandle, effective Jan. 6, but the two sides couldn’t come to final terms and the deal fell apart at the finish line, according to people familiar with the matter.

The regulatory approval remained intact, however, and a CSX spokesman confirms that the railroads were able reach a new agreement on the sale of the Tallahassee Subdivision between Baldwin, Fla., and Chattahoochee, Fla., the P&A Subdivision between Chattahoochee and Pensacola, Fla., and portions of the Bainbridge Subdivision between Tallahassee and Attapulugus, Ga.



**CSX TRANSPORTATION'S LINE SALES ARE HIGHLIGHTED IN YELLOW ON THE MAP.
TRAINS: RICK JOHNSON/STEVE SWEENEY**

The Florida Gulf & Atlantic is hiring around 37 people to run the Tallahassee-based railroad.

It's also sending 18 to 20 four-axle locomotives to an unused customer siding, where the units will be painted in a red, white, and blue scheme and prepared for operation on the Florida Gulf & Atlantic.

Florida Gulf & Atlantic is the second acquisition for RailUSA, a new company headed by Gary Marino, an industry veteran who founded shortline holding companies RailAmerica and Patriot Rail. RailUSA is a subsidiary of International Rail Partners. Both companies are based in Boca Raton, Fla.

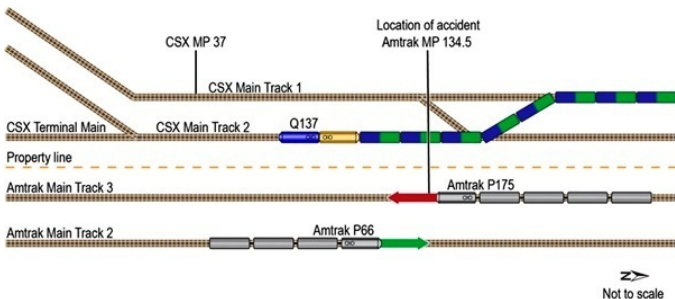
CSX will retain trackage rights on the line in the event of an emergency or natural disaster that would require rerouting of traffic, but the Class I has no plans to regularly use the Florida Gulf & Atlantic as a through route.

CSX has identified about 4,500 miles of routes as candidates for sale or lease, a figure that includes the 1,325 miles of lines that have already been put out to bid, sold, or are in the process of being sold.

NTSB: CSX WORKERS KILLED IN 2017 ACCIDENT WERE WALKING ON AMTRAK TRACKS

WASHINGTON, Apr. 10, 2019, Trains News Wire — The two CSX employees killed in a 2017 accident near Washington Union Station died as a result of their decision to walk on an active Amtrak track, the National Transportation Safety Board said in a report issued Tuesday.

The NTSB has recommended to CSX and Amtrak that they prohibit employees from walking or working too closely to the track of another railroad unless they have a means of communicating with the other railroad.



THIS NTSB DIAGRAM SHOWS THE SITE OF THE JUNE 2017 ACCIDENT THAT KILLED TWO CSX TRANSPORTATION WORKERS - NATIONAL TRANSPORTATION SAFETY BOARD

The June 27, 2017, accident occurred when the CSX conductor and conductor trainee, who had been inspecting a problem with a car on their freight train, were struck by an Amtrak train coming from behind them. The report said their likely focus on an Amtrak train coming from the opposite

direct at roughly the same time likely contributed to the accident. "Walking on active railroad tracks without protection is dangerous and wrong," Robert Hall, director of the NTSB's Office of Railroad, Pipeline and Hazardous Materials, said in a media release on the report. "Walking on another company's tracks without protection is even more dangerous."

CSX SHUTS KENTUCKY SHOP; REDUCES GEORGIA LOCOMOTIVE REPAIR FACILITY

JACKSONVILLE, Fla., Apr. 5, 2019, Trains News Wire — CSX Transportation is closing its locomotive shops in Russell, Ky., and reducing its locomotive heavy repair operations in Waycross, Ga., the railroad announced today. Combined, the shop closures affect 154 jobs.

A railroad spokesman tells *Trains News Wire* that the decision to close the Russell locomotive shop was made after a thorough review of operations. The railroad says the volume of work performed at Russell has declined substantially in the last three years. The closure will affect 113 positions, and those impacted were sent home after Friday's announcement.

In Waycross, the railroad is reducing its locomotive heavy repair operations due to reduced demand for locomotives across the railroad's network. With fewer locomotives in operation, the railroad says there is less work for the employees at the back shop. A total of 41 jobs will be affected in Waycross.

Furloughed union workers at both facilities will be covered by the terms of their union agreements and will receive at least 60 days of regular pay and benefits.

Regular yard operations and other terminal services will remain in operation at Russell and Waycross. No other shop facilities are affected by the April 5th announcement.

CSX TRANSPORTATION REPORTS RECORD EARNINGS AS MERCHANDISE TRAFFIC GROWS

JACKSONVILLE, Fla, Apr. 17, 2019, Trains News Wire — CSX Transportation reported record first-quarter financial results on Tuesday as revenue gains, merchandise carload growth, and improved operations overcame flat overall traffic volume.

CSX's net income rose 20%, to \$834 million, as revenue rose 5%, to \$3 billion. The railroad reported earnings per share of \$1.02, a 31% increase that easily topped Wall Street analyst expectations of 91 cents per share, according to I/B/E/S estimates.

The railroad posted a record first-quarter operating ratio of 59.5%, a 4.2-point improvement over the same period a year ago.

Merchandise traffic was up 3% and coal volume grew 5% in the quarter thanks to increased domestic steelmaking and an export market that, while down slightly from last year, remained strong. Intermodal traffic volume declined 5%, as expected, due to the curtailment of lower-volume domestic intermodal lanes both on and off the CSX system.

The merchandise volume gains are a direct result of the railroad's improved service, CEO Jim Foote says.

From a revenue standpoint, virtually all CSX commodities showed growth. The only business segments that were down were fertilizers and intermodal, which both declined 5%.

CSX's key operational metrics all showed improvement in the quarter. Average train speed was up 17%, terminal dwell declined 14% — both setting records — and the number of cars online dropped despite flat volume.

On-time train originations held steady at 81%, but on-time arrivals inched up to 64% from 57% a year ago.

The railroad also showed continued improvement in safety measures. The Federal Railroad Administration personal injury rate was down 32% versus a year ago, while the train accident rate declined by 35%.

CSX has 600 locomotives in storage, with its fleet down 10% compared to a year ago, Chief Financial Officer Frank Lonegro says. Since 2016, CSX has

pulled 1,200 locomotives from active service as it hauls more tonnage on longer trains.

The increased use of distributed power and energy management systems produced record fuel efficiency for the quarter, Lonegro says.

About 70 trains per day are now using distributed power, Foote says. That's more than double the number of trains that were scheduled to use distributed power in December, but Foote says the railroad will continue to expand use of the technology that spreads power through the train.

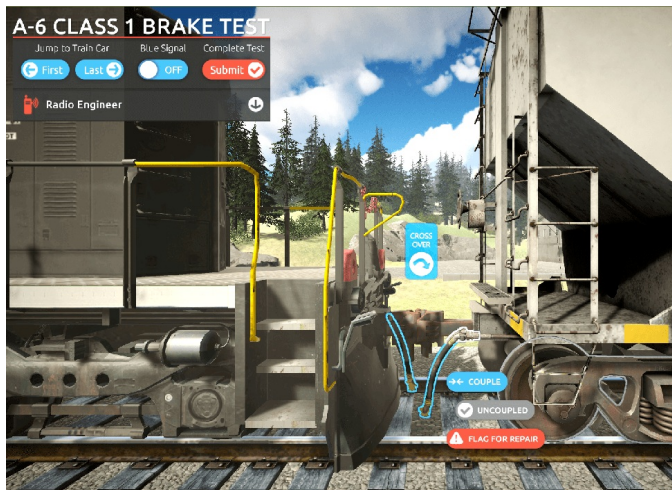
Despite signs of a slowing economy, CSX expects full-year revenue growth in the low single-digit percentage range, Foote says. Much of the growth will come from merchandise traffic, as intermodal growth may be muted amid lane rationalizations and as coal softens in the second half of the year.



NS PETITIONS FRA FOR BRAKE TEST TRAINING WAIVER; UNIONS PUSH BACK

Mar. 20, 2019, Railway Age - Norfolk Southern has filed a petition with the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of federal railroad safety regulations regarding refresher training for mechanical inspectors, "FRA WAIVER PETITION

DOCKET No. FRA-2018-0100, Brake System Safety Standards for Freight and Other Non-passenger Trains and Equipment, End-Of-Train Devices (49 C.F.R. Part 232)." Two unions have filed comments disputing NS's petition. Norfolk Southern proposes to create a 3-D simulation, or training simulator, developed by Heartwood using web-based software to satisfy the hands-on portion of the training required by 49 CFR 232.203(e), in connection with periodic refresher training. Refresher training, required at intervals not to exceed three years, consists of classroom and hands-on training, as well as testing. NS seeks to modify current training requirements by changing



Section Five: "Require all employees to individually demonstrate "hands-on" capability by successfully applying the skills and knowledge the employee will need to possess in order to perform the tasks required by this part that the employee will be responsible for performing to the satisfaction of the employee's supervisor or designated instructor."

"Inspecting and testing freight car air brakes, a common railroad task, is a fundamental part of a railroad's initial training for conductors and freight car mechanics," NS says. "This inspection and testing, known as CFR 232 Class 1 Brake Test – Initial Terminal Inspection (A-6), requires Norfolk Southern (and most railways) to have multiple freight cars on-site and allocate a significant amount of training time for demonstration, practices, and evaluation."

NS says its simulation training is designed to "alleviate the physical space and time constraints [associated with the] inspection process. The

simulation allows a student to visually inspect a variety of randomized freight cars, as part of a train, while manipulating brake components as necessary to properly configure the brake system. The student determines correct brake pressure and inspects for brake application & release via an exam practice mode. This gives the student additional practice at their pace, from any device, with a record of their performance given at the end. The benefits are improved knowledge of air brake components and functions; increased efficiency when performing the A-6 Brake Test; increased proficiency when determining the condition of air brake equipment; and a standardized training resource available to all. The 3D sim is also a formalized tool for refresher training for a given individual and part of a wider initiative for meeting FRA Part 243 training requirements. Students loved it, they can do the task whenever they have time, as opposed to scheduled. An instructor observed conductors training with the 3-D sim before class even started and asked to take it back with them."

NS adds that it expects to train 50-100 freight car repair personnel and 1,800 conductors using the simulation, "with the possibility of even broader use soon, for 15,000 personnel," and "is identifying other key training areas to deploy a suite of 3-D training simulations and partnering with Heartwood to make this technology available to other interested railroads."

Unions Push Back

The Brotherhood Railway Carmen (BRC) and the Transport Workers Union of America, AFL-CIO (TWU) have filed comments in the Federal Register disputing Norfolk Southern's petition. BRC (a division of the Transport Communications Union, or TCU) and TWU say the requested relief "will not ensure the same level of safety as provided by the current Federal regulations. Among other things, simulated testing should be used only as a supplement to, and not a replacement for, the hands-on training currently required by 49 CFR 232.203(e). This has also been the position of FRA as well."

NORFOLK SOUTHERN BREAKS GROUND ON NEW ATLANTA CORPORATE HEADQUARTERS

ATLANTA, GA., Mar 26, 2019, Norfolk Southern Press Release (Edited) - Norfolk Southern, joined by Georgia state and city leaders, today held a groundbreaking ceremony to launch construction of its new corporate headquarters building in Atlanta.

"This is an exciting day for Norfolk Southern: We break ground on a new headquarters building, and equally important, begin a new chapter of our railroad's proud history in Atlanta," said James A. Squires, chairman, president and chief executive officer. "Today, we celebrate the start of an exciting era of collaboration and alignment for the NS corporate team that will benefit our employees, our customers, our shareholders, and the communities we serve."

Among state and local leaders joining Squires for the event were Georgia Gov. Brian Kemp and Atlanta Mayor Keisha Lance Bottoms. Both the state and the city worked closely with Norfolk Southern on development agreements that contributed to the company's decision, announced in December, to relocate its corporate headquarters from Norfolk, Virginia, to Atlanta.

"Norfolk Southern is especially appreciative of support received from the Georgia Department of Economic Development and Invest Atlanta, who share our commitment to business growth that generates good-paying jobs and economic prosperity in Atlanta and across the state," Squires said. "In addition, Norfolk Southern thanks the Metro Atlanta Chamber of Commerce and Central Atlanta Progress for their efforts in promoting our headquarters relocation."

Norfolk Southern has engaged Atlanta-based Cousins Properties to oversee construction of the new headquarters complex. Located on a 3.4-acre property at 650 West Peachtree St., between Ponce de Leon Avenue and Third Street, the two-tower glass structure will feature approximately 750,000 square feet of office space. A campus-style hub will connect the two towers, serving as a destination for employees to work and socialize

throughout the day. Outside, a lush entry plaza will welcome employees, guests, and neighbors into the building's main lobby, where they can enjoy soaring ceilings, beautiful views, and a bustling coffee shop open to the



public.

Norfolk Southern and Cousins Properties are designing a campus that reimagines the employee work environment and experience. Amenities to help employees thrive will include a vibrant on-site dining facility, an adjacent rooftop garden and private greenspace, a comprehensive fitness center, state-of-the-art conference and training facilities, on-site child-care, and a variety of individual and shared workspaces to serve employees' diverse needs while promoting interaction and collaboration.

The headquarters site is in "Tech Square," a hub of innovation, technology, and talent in the heart of Midtown Atlanta with close ties to Georgia Tech, a continual source of talent for Norfolk Southern's management trainee program. In addition, with easy access to MARTA, highways in every direction, and a world-class airport, Norfolk Southern employees will be close to home, close to the Norfolk Southern rail network, and just a step from partners and customers in North America and across the globe.

Plans call for the building to be completed and occupied by Norfolk Southern in the third quarter of 2021.

Through Southern Railway and other predecessor railroads, Norfolk Southern traces its roots in Atlanta to the mid-1840s. Currently, more than 2,000 Norfolk Southern employees work in Midtown Atlanta at the company's Peachtree Street operations center – about a mile from the new headquarters site. Around 500 employees work at the company's Norfolk headquarters. Norfolk Southern's migration to Atlanta already has begun, with another 300-plus dispatchers already relocated and in place at the company's newly opened Network Operations Center. The first wave of Norfolk-based employees relocates in July, and the consolidation will complete when the new headquarters building is finished.

The railroad's relocation will bring approximately 850 jobs to Atlanta with an average salary of \$105,000 and generate an economic impact of around \$811 million for the region.

"Moving Norfolk Southern's headquarters to Atlanta drives our railroad forward as we 'Reimagine Possible' and create an even brighter future for our company," Squires said.



IN 2018 ANNUAL REPORT, NORFOLK SOUTHERN CEO HIGHLIGHTS ACCOMPLISHMENTS AND FURTHER PLANS TO ENHANCE CUSTOMER SERVICE AND SHAREHOLDER VALUE

Norfolk, Va. - Mar 29, 2019, Norfolk Southern Press Release - Norfolk Southern today posted its 2018 Annual Report online, highlighting strong growth and best-ever results for operating ratio and income from railway operations.

In his message to shareholders, James A. Squires, chairman, president and CEO, said, "2018 was another year of record financial results for Norfolk Southern – and a year in which we began reimagining Norfolk Southern through a comprehensive review of strategy."

For the year, the company:

- > Achieved an all-time best operating ratio of 65.4 percent – the third consecutive year of improvement.
- > Grew total railway operating revenue 9 percent year-over-year to \$11.5 billion.
- > Increased income from railway operations 12 percent to \$4 billion, an all-time record.
- > Continued to return capital to shareholders: The company repurchased nearly \$2.8 billion in shares and raised the quarterly dividend twice during the year, with total payouts of \$844 million.

From reimagining operations through culture change to reimagining service and growth through the use of advanced technologies, Norfolk Southern is "building a stronger company for our customers, our employees, and our shareholders," Squires said.

"As we begin 2019, we are hard at work on initiatives to drive shareholder value, from new ways of operating the railroad to new ways of marketing our services," Squires said. "The momentum we have today is exciting, and I feel strongly that our focus on serving customers, managing assets, controlling costs, working safely, and developing people will deliver superior shareholder value in 2019 and in the years to come."



VIRGIN TRAINS GETS OK FOR MORE BOND SALES

Details on Orlando service include possible use of DMUs to reach Disney World, Sun Rail station

ORLANDO, Apr. 8, 2019, Trains News Wire — Virgin Trains USA has received approval for its next round of bond sales to finance its expansion to the Orlando area, while indicating more of its plans for service in that area.

Friday's approval by the Florida Development Finance Corporation board of directors means the state authority will be the conduit to sell another \$950 million in private activity bonds.

That decision came a day after Virgin Group founder Sir Richard Branson formally began the company's transition from Brightline to Virgin Trains USA, participating in the event rebranding the company's MiamiCentral station. At that event, Virgin officials revealed that service to both Walt Disney World and SunRail's Meadow Wood station south of downtown would begin at the same time as service between Miami and Orlando International Airport. Following the hearing, a project manager told a Trains News Wire source that Diesel Multiple Unit shuttles would likely be used to make those connections.

Not all of the route engineering has been finalized, so it is unclear whether mainline trains to Tampa will also make the Disney and SunRail stops when the company begins Orlando-Tampa service.

Building tracks to Tampa, using the median of Interstate 4, won't begin until conclusion of the construction to bring Virgin Trains service to the Orlando

Airport. That will require 128.5 miles of Florida East Coast right-of-way north of West Palm Beach to Cocoa, Fla., to be upgraded to 110-mph operations with double track, as well as quad gates and automobile presence detectors at highway crossings. The work also includes a 125-mph sealed corridor between Cocoa and the airport. Construction is expected to begin within months and take about three years.

The 3 to 0 vote approving the bond sale followed more than two hours of comments. Supporters in attendance included former U.S. Rep. John Mica; detractors from Indian River County argued the project is not financially viable, but their concerns were undercut by the sale of \$1.75 billion in private activity bonds just before Branson's visit.



FIRST NJ TRANSIT ENGINEER TRAINING GROUP COMPLETES CLASSROOM INSTRUCTION

NEWARK, N.J., Apr. 1, 2019, Trains News Wire — In the midst of its 2018 issues with cancelled trains because of a shortage of engineers, a clarion call went out from NJ Transit. Its website employment page asked, "Do you have the right stuff? Start your career as a Locomotive Engineer." More than 5,000 applications followed.

Jumpstarting the effort to fill its vacancies, the first training class since that call — for 14 assistant conductors who enrolled in NJ Transit's first conductor-to-engineer training program in October of 2018 — completed classroom instruction and testing on Friday. All 14 will advance to phase two to begin field training for the next half-year. Those who pass will be running trains this fall.

For anyone without rail operations experience, the normal course length will be 20 months. All class training is being conducted at the NJ Transit Rail Operations Center in Kearny, N.J. This class had the advantage of existing familiarity with rail rules and regulations, helping to speed the process of addressing the ongoing problem with cancelled weekday trains. The class is the first of four scheduled to graduate this year, and is one of six concurrent classes, a record for NJ Transit.

"This class of assistant conductors did an incredible job of learning an immense amount of material," NJ Transit Executive Director Kevin Corbett said in a media release announcing the class' 100-percent pass rate. "The hard work and dedication this class has shown is evident by their impressive success rate. I wish them well on the second phase of their training and look forward to having them operating their own trains in revenue service before the end of this year."

NJ TRANSIT MOVES UP DATE FOR RETURN OF SERVICE TO ATLANTIC CITY, PRINCETON

ATLANTIC CITY, Apr. 18, 2019, Trains News Wire — The long-awaited return of service on two NJ Transit lines won't be awaited quite as long as had been anticipated.

New Jersey Gov. Phil Murphy announced Wednesday that service on both the Atlantic City Rail Line and the Princeton Branch would resume on May 12, almost two weeks earlier than the previously announced May 24 start-up.

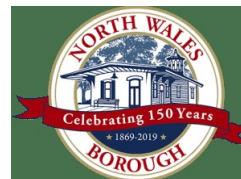
"I'm so pleased to announce the early restoration of the NJ Transit Atlantic City Rail Line and the Princeton Branch, which will allow our commuters to get to work, school, and back again, free of disruption. I applaud NJ Transit's leadership for their efforts to improve safety and restore service. Our residents and commuters deserve nothing less."

Murphy made the announcement at the 43rd annual New Jersey TransAction Conference, attended by over 900 transportation professionals.

Service on both lines was suspended last September to allow for installation of positive train control equipment, with resumption originally scheduled for January, then revised to March and subsequently to Memorial Day weekend. NJ Transit cited equipment delays and a shortage of engineers for the delays. [See "NJ Transit sets May 24 for return of Atlantic City, Princeton rail lines," Trains News Wire, Feb. 28, 2019.]

The Atlantic City line will resume with additional trains — five arriving in Philadelphia before noon instead of the previous three on weekdays, and no more than a two-hour wait between trains during the service day. Service on the Princeton shuttle, known as the "Dinky" because of its two-car trains, will be restored to its pre-suspension levels. Timetables for both services are available at the NJ Transit website.

"I did not want these rail lines to remain out of service for a minute longer than necessary, and I'm grateful that we're able to resume service nearly two weeks ahead of schedule," said NJ Transit Executive Director Kevin Corbett. "I know how critical these services are to those who rely on them."



STEAM TO VISIT SEPTA ON MAY 18TH

NORTH WALES, Pa., Apr. 4, 2019, Trains News Wire — For the first time in nearly three decades, steam will traverse SEPTA's Lansdale-to-Doylestown main line.

In recognition of the 150th birthday of the Borough of North Wales, Pa., the New Hope Railroad is hosting a series of four excursions on May 18. The excursions will be pulled by Baldwin-built 1925 2-8-0 Consolidation steam locomotive No. 40.

According to the railroad, No. 40 has not left its Bucks County location since the summer of 1985. The No. 40 was built for South Carolina's Lancaster & Chester Railroad and later North Carolina's Cliffside Railroad. It has been owned by New Hope or its predecessors since 1962. The four excursions scheduled for May 18th will feature the No. 40 and passenger cars that are original to the route over which they will travel, the railroad says.

The 40-minute excursions will traverse the Bethlehem Branch main line operated by the SEPTA Regional Rail commuter system. The former Reading Railroad line was operated by Conrail until 1983 and was an important link between the city of Philadelphia and the Lehigh Valley. Departure times for the excursions will be 10:30 a.m. and 12:00, 1:30 and 3:00 p.m. from the SEPTA North Wales station. For information and tickets, visit www.newhoperailroad.com.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN MAY

May 1, 1905 - Columbia & Port Deposit Railway Board authorizes widening bridges for double track between Columbia and Shenks Ferry.

May 15, 1910 - Date for opening LIRR service to Penn Station passes as delivery of steel cars is behind schedule.

May 23, 1915 - Remodeled North Philadelphia Station opens with eight tracks, high-level platforms, and waiting room relocated to ground floor.

May 5, 1920 - PRR starts running merchandise trains direct from Chicago to Pittsburgh without yarding; experience with streamlined methods for volunteer workers during the Switchmen's strike reveals that much drilling and shifting work is unnecessary.

May 16, 1925 - Headhouse, Concourse and baggage rooms of new Chicago Union Station open; cost \$75 million; Main Waiting Room is 100 x 269; Concourse is 213 x 192; has modified Bush trainshed designed by Thomas Rodd, former Chief Engineer of Lines West and Chicago Union Station Company, with 15 tracks on south side for PRR, CB&Q, and Chicago & Alton, and 11 tracks on north side for Milwaukee Road.

May 3, 1930 - CBS stages first radio broadcast from a moving train, using a makeshift studio in the baggage car of the Cincinnati Limited en route to the Kentucky Derby; describes rounding Horseshoe Curve in moonlight and other points of interest; narration is played on a radio on the observation

car platform.

May 7, 1935 - PRSL Board authorizes acquiring and dissolving the Stone Harbor Railroad; authorizes issuing 50-year service buttons; also the following abandonments: ex-West Jersey & Seashore line from 14th Street to end of track at Ocean City; stations and other facilities between East Gloucester and Grenloch; part of the electric MU car barn at Camden; wye and "JN" Interlocking at Williamstown Jct.; station buildings at Mullica Hill, Richwood and Richland.

May 11, 1940 - New York World's Fair opens for a second season, clouded by war in Europe and the absence of many European countries; John Bull returned as a stationary exhibit; 1940 exhibit also includes the replica of the John Stevens locomotive, an 1855 Cumberland Valley combine, a restored H3 2-8-0 No.1187, and six late 19th century wooden passenger cars.

May 25, 1945 - By now, a total of 53,004 PRR employees have entered the armed services..

May 24, 1950 - PRR Board approves order of 12 Budd RDC's for PRSL in lieu of air conditioning 20 coaches as ordered by court.

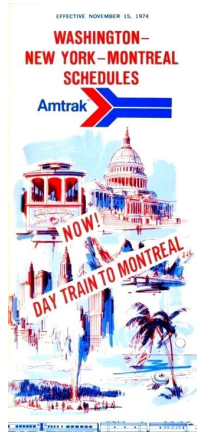
May 12, 1955 - PRR places full-scale cutaway mockup of Budd "Tubular" car on public display in General Waiting Room of Penn Station in New York through May 22.

May 31, 1960 - Last Class J1 2-10-4 steam locomotives scrapped at Southwest Steel Corp., Glassport, Pa.

May 29, 1965 - "Last run" of last regular passenger train Nos. 454-455 between Wilmington and Delmar, Delaware.

May 1967 - First of 20 "Silverliner III" MU cars delivered from St. Louis Car Company for SEPTA service, giving PRR 64 modern MU's in SEPTA service by the end of the year; the cars are designed by the City and its consultant, Louis T. Klauder & Associates, incorporating improvements from experience with the first 38 cars of 1963; the City insists on a left-hand cab to permit two-door loading with single-car trains; the PRR has conceded fixed 3-2 seating in 6 cars in return for 2-2 seating in 10 cars.

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



TIMETABLE 05-19

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

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

Steam on SEPTA between North Wales and Gwynedd Valley over the rails of the Bethlehem Branch, departing from North Wales station. Powered by New Hope Railroad No. 40, Baldwin, 1925. Info: www.newhoperailroad.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, NRHS 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, May 25, 2019

PicnicRail '19 at Maier's Grove, Blandon, PA from 1:00 pm until ?? by the Pottstown & Reading Chapter, NRHS. Evening show by E. Steven Barry and Frank Etzel. Adults \$16.00, children 3-8, \$8.00. For tickets, send stamped, self addressed envelope and check payable to P&R Chapter, NRHS to Philip Reppert, 17 Adele Ave., Blandon, PA 19510-9750

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

Sunday, July 14, 2019

Open House at the Cumberland Valley Railroad Museum at Shippensburg Station. 12:00 pm to 4:00 pm. Free admission. Light refreshments will be available. Info: <https://www.facebook.com/ShippensburgStation/>

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



Railroad Museum of Pennsylvania

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

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



**STRASBURG RAIL ROAD
301 GAP ROAD, RONKS, PA 17572
WWW.STRASBURGRAILROAD.COM**

1-866-725-9666

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.

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. 14-22, 2019 - Day Out with Thomas - With Percy!
Friday, Sept. 27, 2019 - Ride behind 611, tours & whistle blow
Saturday-Sunday, Sept. 28-29, 2019 - N&W Railway Steam Reunion
Monday, Sept. 30, 2019 - Ride behind 611, tours & whistle blow
Friday, Oct. 4, 2019 - Ride behind 611, tours & whistle blow
Monday, Oct. 7, 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
Saturday-Sunday, Oct. 26-27, 2019 - At the Throttle of N&W Steam

611

STRASBURG ADDS MORE NORFOLK & WESTERN NO. 611 EVENTS

STRASBURG, Pa., Mar. 28, 2019, Trains News Wire — After record-breaking ticket sales, the Virginia Museum of Transportation, Inc., of Roanoke, Va., and the Strasburg Rail Road Co., announce more opportunities to experience the iconic Norfolk & Western Class J 4-8-4 No. 611 and the Norfolk & Western Class M 4-8-4 No. 475 steam locomotives up close as passengers, engineers, firemen, and photographers.

The expanded opportunities include:

- Friday, Sept. 27: Ride behind 611, behind-the-scenes tours, cab tours, and the whistle blow
- Monday, Sept. 30: Ride behind 611, behind-the-scenes tours, cab tours, and the whistle blows
- Friday, Oct. 4: Ride behind the 611, behind-the-scenes tours, cab tours, and whistle blows
- Monday, Oct. 7: Railfan Photography Extravaganza (morning and afternoon sessions available)
- Saturday, Oct. 26 and Sunday, Oct. 27: At the Throttle of Norfolk & Western steam (engineer, fireman, or sit in the jump seat.)

The N&W Class J No. 611 is the sole survivor of 14 Class J steam locomotives designed and built by the Norfolk & Western Railway. The locomotive rolled out of Roanoke's East End Shops in 1950. Its mission was to pull the Powhatan Arrow, a 15-car passenger train, from Norfolk, Virginia, to Cincinnati, Ohio.



APRIL, 2019 CHAPTER MEETING MINUTES

The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, April 15, 2019. The meeting was called to order at 7:40 p.m. by

President Tom Shenk with 27 members and 1 guest present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the March Membership Meeting Minutes. Steve Himpel had a correction to the minutes. The correction is the "N6B" caboose will be donated from the Harrisburg Chapter, N.R.H.S. to the Railroad Museum and not the "N60" caboose. After the correction, Steve Himpel approved the motion and Evan Russell seconded the motion. The March membership minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: There was no Chaplain Report for this month.

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

MEMBERSHIP: Tom Shenk introduced chapter guest Gene Greber. Gene

is from Tri-State Chapter in New Jersey and moved to Lancaster. Helen Shaak gave the Representative Meeting minutes report from Birmingham, Alabama. If anyone is interested in reviewing the minutes go to "The Admin Site" to see the reports. The website is: <https://admin.nrhs.com/>. These documents are available to the public to read. 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. Glenn announced there are numerous jobs to be done at the Station and volunteers are needed for the day.

VENDOR AND CRAFT SHOW: Cindy Kendig announced the Vendor and Craft Show will be held Saturday, October 19, 2019. Cindy is already getting vendors to reserve their spaces for the show.

DONATIONS TO THE CHAPTER: Steve Himpel announced the following donations to the Chapter. Tom Fluck donated 6 Norfolk Southern tall (6 inch) Glasses, 1 Norfolk and Western Mug, 3 Penn Central Gold colored Buttons, 1 Dietz Globe (5inch, clear), 1 single deck Penn Central Playing Cards (sealed deck), 1 double pack Penn Central Playing Cards (sealed but torn on end), 2 Oil Lamps: one marked "MOPAC" and the other one marked "ICRR" with tin bases, and 1 Railroad Raincoat (orange), already put in the Chapter caboose. Sam Weaver donated an Aluminum Whistle Crossing Sign. It measures 16 by 24.

ANNOUNCEMENTS: Steve Himpel announced Columbia Historical Preservation Society is having a Railroad Open House on Saturday, May 4, 2019. They are located at 4th and Manor Street, Columbia. They will have Speeders and display tables from vendors. Steve announced the Chapter will have a sales table and historic items from the Chapter set up at this event. If anyone would like to volunteer to help on that day contact Steve. Steve announced downstairs on the tables at tonight's meeting are free newsletters for members to take. Steve also announced he is having a medical procedure done on Monday, May 20 and will not be in attendance at the Chapter Meeting. Steve Himpel reported he purchased a hand viewer to view 8mm film the Chapter has. He was looking for an 8mm film projector or a Super 8 projector. Marilyn Geesey has a Super 8 and will donate it to the Chapter. John Sweigart brought an article about the German train car to arrive in New York for the Auschwitz display at the Manhattan Museum of Jewish Heritage. Tom Shenk announced the N&W 611 Steam Engine is being brought from Roanoke, Virginia to the Strasburg Rail Road. There will be cab rides on the engine and tours of the engine for a price.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:05 p.m. for a slide presentation given by Glenn Kendig. The slides were from the collection of Warren Habecker. The slides were from 1988 on the Strasburg, Cass and Alleghany Railroads.

Respectfully submitted by Donetta M. Eberly, Secretary



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

PENNSYLVANIA RAILROAD GG-1 RETURNED TO HARRISBURG STATION

HARRISBURG, Pa., Mar. 28, 2019, Trains News Wire — The first GG-1 to pull a train to Harrisburg is back under cover after being relocated for work at the Harrisburg station.

Former Pennsylvania Railroad GG-1 No. 4859 and an N6b cabin car, owned

by the Harrisburg Chapter of the National Railway Historical Society, are now on track 8 while Amtrak continues work to refurbish the station in the commonwealth's capital.

While this is not an ideal location for viewing, it will protect the equipment until a more suitable location is found. No. 4859, pulled the first train into Harrisburg following the electrification of the line from Philadelphia in the late 1930s.

The track level facilities are undergoing an extensive upgrading project, with the installation of high-level platforms and new elevators. The platform between tracks 6 and 7 was recently completed. Work will commence soon on the one serving tracks 4 and 5. The work is being done in preparation for additional Keystone Service trains as the current ones are running at or near capacity.

When completed, a more accessible location will be sought by the Harrisburg Chapter in conjunction with Amtrak and the Pennsylvania Department of Transportation.



NRHS AWARDS 2019 HERITAGE GRANTS

Mar. 26, 2019, NRHS Press Release - The National Railway Historical Society (NRHS) has announced nine recipients of its annual Heritage Grants Program. The 2019 heritage grant awards total \$48,000. The recipients are not for profit organizations, including historical societies, museums, and a NRHS Chapter.

This year's grants were awarded to the following recipients:

> \$8,000 to the Oregon Rail Heritage Foundation in Portland, Oregon towards the refurbishment and installation at its Rail Heritage Center of a 102' continuous turntable, the last remaining historic element of the former Southern Pacific Brooklyn roundhouse. It will be one of only a handful of powered operating turntables accessible to the public in the West.

> \$8,000 to the Roanoke Chapter, NRHS in Roanoke, VA to replace window gaskets and related parts of former Norfolk & Western Railway "Jim Crow" coach #512, built in 1949 by Pullman Standard Company, that was originally part of the consist of the railroad's classic streamliner named the Powhatan Arrow.

> \$3,500 to the North Carolina Railway Museum (NCRM) in New Hall, NC towards the rehabilitation of the Goldston Depot, a small town freight depot constructed around 1884 by the Cape Fear & Yadkin Railway, and later operated by the Southern Railway. The Depot has been relocated to the grounds of the NCRM and will be available for Museum visitors to view the original interior and a display of historic artifacts stored by the Museum.

> \$8,000 to the Pacific Railroad Preservation Society in Portland, Oregon for work relating to the 15 year FRA boiler inspection and rebuild of former Seattle, Portland & Spokane steam locomotive #700, originally built by Baldwin Locomotive Works in 1938. The locomotive is the railroad's last surviving Northern E-1 class. The NRHS grant is specifically for the rebuild of two air pumps used in the locomotive braking system.

> \$2,000 to the New England Steam Corporation in Winterport ME toward the replacement of the tender cistern and coal bunker of Maine Central passenger steam locomotive Pacific class #470, built by the American Locomotive Company in 1924. The locomotive was the last steam locomotive to operate on the Maine Central. The locomotive tender restoration is part of the overall project to restore #470 to operating condition.

> \$5,000 to the Lake Superior Railroad Museum in Duluth, MN for the cosmetic restoration of Erie Mining Company S-12 switcher No. 403 (later renumbered 7243) the last diesel to leave the Baldwin Locomotive Works factory in Eddystone, PA in 1956 when the factory closed. The locomotive worked at the Erie Mining plant in Hoyt Lakes, MN from 1956 to 1992 when it was donated to the Museum.

> \$8,000 to the Nashville Steam Preservation Society in Nashville TN towards the rebuild of the Worthington SA Hot Water Pump (the Pump), a part of the feedwater system of Nashville, Chattanooga, & St. Louis steam

locomotive No 576, a 4-8-4 J-3 class engine built by the American Locomotive Company in 1942. The restoration of the Pump is part of the restoration of the locomotive to operating condition.

\$2,500 to the Nevada County Narrow Gauge Railroad Museum in Nevada City, CA to restore gondola car #233, built in 1917 and used by the Southern Pacific narrow gauge line ("SP narrow gauge") until 1955. It is the only remaining SP narrow gauge gondola car that has all mechanical parts preserved and can be fully restored.

> \$3,000 to the Placerville & Sacramento Valley Railroad in Folsom, CA for brake equipment parts for Southern Pacific "suburban" coach # 2110 built by the Pullman Company in 1924 and used in regular commuter service between San Francisco and San Jose, CA. The NRHS grant will enable the car to return to operating condition after cosmetic repairs.



PENNSYLVANIA WELCOMES THE MUSEUM IN A BOXCAR

SHIPPENSBURG, Pa. — The nation's newest railroad museum is a boxcar.

The Cumberland Valley Railroad Museum opened for business on Saturday in a 1956 New York Central 50-foot boxcar painted in its most recent deepwater-green appearance for the Penn Central.

The museum is a joint project of the Cumberland Valley Rail-Trail (ex-CVRR right-of-way), faculty and students from Shippensburg University, historical societies, area businesses, and local railfans.



The boxcar, which had been abandoned on a siding about a mile away, was moved and restored to create a museum explaining the history of railroading in the area. Though small, it is filled with displays, artifacts, and a small theater. It

stands adjacent to the college campus and is part of the Shippensburg Station complex, which includes a separate building with restroom facilities. Nearby is another exhibit, a restored Baltimore & Ohio 1927 hopper car. The museum took 11 years to plan, fund, and carry out. Admission is free; special events are already scheduled.

THIS MONTH'S BANNER PHOTO

The late Joseph H. Boardman's Amtrak business card.

OPERATION LIFESAVER REMINDS YOU...



"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****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.

JUNE 17, 2019 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING**JULY 15, 2019** - MONDAY, 7:30 PM - READING & COLUMBIA RWY. YARD - CHAPTER MEMBERSHIP MEETING**AUGUST 19, 2019** - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - CHAPTER MEMBERSHIP MEETING**SEPTEMBER, 2019** - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC**OCTOBER 19, 2019** - SATURDAY - CHRISTIANA FREIGHT STATION - VENDOR AND CRAFT SHOW**OCTOBER 21, 2019** - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING**NOVEMBER, 2019** - BIRD-IN-HAND RESTAURANT - ANNUAL CHAPTER BANQUET

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

MAY 10, 1869

MAY 10, 2019



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MEMBERSHIP MEETING NOTICE

LANCASTER CHAPTER, N.R.H.S.
REGULAR CHAPTER MEETING
CHRISTIANA FREIGHT STATION
10 RAILROAD AVENUE, CHRISTIANA, PA
MONDAY, MAY 20, 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.

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10 RAILROAD AVENUE
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