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134 YEARS AGO THIS MONTH - JUNE 21, 1885

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JUNE 21 1885.

Philadelphia & READING R.R.

NEW JERSEY SOUTHERN

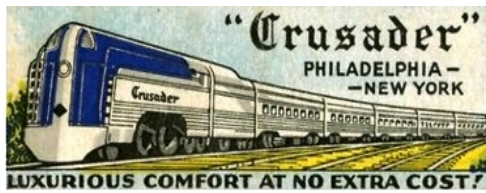
FOR ALL NEW JERSEY
SEA-SIDE RESORTS
HUNTING & FISHING
GROUNDS
AND
AMONG
THE
FINES

TIME TABLE FOR PASSENGER TRAINS.
PASSENGER STATION IN NEW YORK : **PIER 8, N. R.**
Foot of Rector Street.

J. E. WOOTTEN, General Manager.
W. W. STEARNS, Superintendent.
C. G. HANCOCK, Gen'l Pass'r & Ticket Agent.



L. W. JONES & CO., PRINTERS, 114 FULTON STREET, NEW YORK



THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2019-2020 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



INTERIOR OF PHILADELPHIA'S 30TH STREET STATION GAINS HISTORIC STATUS

PHILADELPHIA, Apr. 22, 2019, Trains News Wire — The interior of Philadelphia's 30th Street Station has been added to the local historic register by the Philadelphia Historical Commission, a move protecting the space from modification.



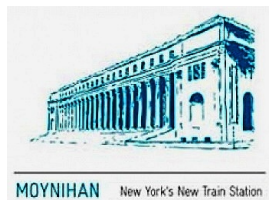
THE INTERIOR OF PHILADELPHIA'S 30TH STREET STATION, SHOWN IN 2010, HAS BEEN GIVEN HISTORIC STATUS BY THE PHILADELPHIA HISTORICAL COMMISSION - MITCH GOLDMAN

It becomes just the fourth interior space in Philadelphia so protected. The interior was nominated, *philly.com* reports, by a consultant to the Preservation Alliance for Greater Philadelphia, in consultation with Amtrak, the building's owner. The consultant, Ben Leech, cited the

interior's historical and architectural significance, and its status as one of Philadelphia's "most iconic and trafficked public spaces."

The station was built between 1929 and 1933 by the Pennsylvania Railroad. Amtrak's Great American Stations website notes that the building was designed by Alfred Shaw of the architectural firm of Graham, Anderson, Probst and White, and that the building itself has been on the National Register of Historic Places since 1978.

Amtrak is currently preparing a major update to the station, which in turn is part of a project, the 30th Street Station District Plan, to develop the area around the structure.



MOYNIHAN TRAIN HALL TO OFFER DRAMATIC CHANGE FOR AMTRAK PASSENGERS IN NEW YORK

New facility, also to be used by some LIRR commuters, set to open in 2021

NEW YORK, Apr. 23, 2019, Trains News Wire — Natural lighting, more space, and a dramatically enhanced Metropolitan Lounge

for premium Amtrak are highlights of New York's Moynihan Train Hall, the facility connected to Penn Station slated to open early in 2021.

Amtrak officials provided a preview to Trains News Wire of the interiors of the train hall, which will be used by Amtrak and some Long Island Rail Road



A RENDERING OF MOYNIHAN TRAIN HALL, LOOKING EAST, SHOWS THE OPEN CENTRAL AREA WITH SKYLIGHTS PROVIDING NATURAL LIGHT FOR ABOVE-GROUND SPACES - ARCHITECTURE AND INTERIORS: FXCOLLABORATIVE

opened in 1914, expanding to a full city block 20 years later. Externally, the building will have only a few minor changes. The U.S. Postal Service will retain a presence in the structure, using a large part of the 1934 addition, third-floor office space in the original structure, and maintaining its historic lobby facing 8th Avenue.

The rest of the building, however, will become a showcase for a classic yet contemporary design with significantly enhanced passenger facilities. Already complete is the West End Concourse, which opened last September, providing improved access to platforms on Penn Station's west side.

Phase II of the 255,000-square-foot project, will include a significantly larger boarding concourse with natural light from 92-foot-high skylights, as well as combined ticketing and baggage facilities. The new 10,000-square-foot Metropolitan Lounge will also feature windows, unlike the current subterranean space in Penn Station, as well as dedicated customer service agents, priority boarding, a family area, and seating and tables with access to electrical outlets and USB ports. The lounge, with a capacity of 300, will also feature a 20-foot-high balcony overlooking the Train Hall plaza.

There will be dedicated customer waiting areas with private restrooms, lactation lounges, and complimentary wi-fi in all customer spaces. New retail space will include stores and dining outlets. The building will be fully compliant with the Americans with Disabilities Act.

The train hall's main entrance will be on West 31st Street between 8th and 9th avenues, rather than the 8th avenue building front. Fewer commuters will share the entrance space, and an open plaza will mean less congestion walking to and from train platforms. There will also be a passenger business center with small conference rooms.

The project has partnered Amtrak with the New York State Empire State Development Corporation. NJ Transit, a significant part of the traffic at the current Penn Station, is not a financial participant in the new Moynihan Train Hall and will have no presence there.



PENN STATION WORK TO CONTINUE IN SUMMER 2019

NEW YORK, May 2, 2019, Trains News Wire —

Continued infrastructure work at New York's Penn Station will lead to changes in service this summer for Amtrak, the Long Island Railroad, and NJ Transit, the passenger railroad and commuter carriers announced on Thursday, May 2.

The project will take two tracks at Penn Station out of service, and involve

passengers. Moynihan Train Hall is part of the Farley Post Office Building, a landmark structure across 8th Avenue from Penn Station. The structure, part of the original Penn Station complex, was designed by the architectural firm McKim, Mead, and White and

work at JO Interlocking, which handles Amtrak, Long Island Rail Road, and NJ Transit trains entering and exiting the East River tunnels. Work at the interlocking will take place between June 28 and Sept. 2. The total cost of the project, which began in summer 2017 and resumed in summer 2018, is estimated at \$30 million.

For Amtrak, schedule changes will include the cancellation of two *Northeast Regional* trains, No. 110 from Washington to New York, and No. 127 from New York to Washington; early departures for southbound *Keystone* train No. 653 and, on weekdays only, the westbound New York-Washington-Chicago *Cardinal*, No. 51; and changes for two other *Keystone* trains. Northbound No. 640 will terminate at Newark Penn Station, while southbound No. 643 will originate at Newark Penn Station. Also, the *Maple Leaf* (train No. 63) and *Adirondack* (train No. 69) will be combined and run on the *Maple Leaf*'s schedule (with a 7:15 a.m. departure from New York) before being split at Albany, N.Y.

NJ Transit changes will begin June 17. Some Midtown Direct trains on the Montclair-Boonton line and one on the North Jersey Coast line will end at Hoboken rather than New York Penn Station, with a limited number of outbound trains beginning at Hoboken rather than New York Penn. Midtown Direct trains on the Morris and Essex line will not stop at Newark Broad Street Station.

The changes are weekdays only; weekend and holiday schedules will be unchanged.

On the Long Island Rail Road, schedule changes begin July 1, and will lead to the cancellation of seven morning rush-hour trains and seven evening trains. Five trains will be added outside of peak periods, and some trains will operate with expanded consists to maintain overall seating capacity.

Other changes on the LIRR will see some trains diverted from Penn Station to Atlantic Terminal and some originating or terminating at Jamaica.

Trains operating on the Babylon, Far Rockaway, Hempstead, Long Beach, Montauk, and Ronkonkoma branches will be affected.

PRIVATE CARS UNWELCOME AT WASHINGTON UNION STATION

WASHINGTON, Apr. 17, 2019, Trains News Wire — Private varnish will become a rare sight at Washington Union Station for the foreseeable future as concourse modernization work limits the switching and layover of private railcars in the Nation's Capital. Amtrak has already denied several private car trips originating in Washington Union Station as soon as early May, citing recent changes in private car operating policies and to accommodate station construction and improvements.

"The concourse modernization project is impacting ability to accommodate private car access at the station," Amtrak spokeswoman Kimberly Woods confirms with *Trains News Wire*.

Construction workers have started reconfiguring the concourse area to increase passenger capacity and provide passengers with new amenities and better access. The project, part of Washington Union Station's 2nd century plan, is a long-term and comprehensive program designed to double train capacity and expand station facilities through several projects spanning the next 20 years.

Construction is underway and affecting several station platforms within the terminal, hindering the railroad's ability to accommodate private car moves and layovers. Specifically, Amtrak has notified private car operators that private varnish may no longer be switched onto or off of almost all trains in Washington, D.C., and may not park in the terminal.

The construction and restrictions on private car operations within Union Station are expected to last for as long as two years.

For one nonprofit operator, the news has forced the cancellation of several upcoming excursions. The Washington, D.C. Chapter of the National Railway Historical Society recently notified passengers that three trips onboard the Dover Harbor had been cancelled and a stationary on-board venue at Washington Union Station was also annulled. All registered participants are being refunded, according to a notice published on the organization's

website.

When asked, Amtrak could not confirm the number of private car trips that have been affected by the Washington Union Station work.



'HOOSIER STATE' TRAINS TO BE SUSPENDED

Effective July 1, 2019

Amtrak Passenger Advisory - A federal law requires states to pay a portion of the cost of certain Amtrak trains. Indiana's state budget does not include funding for the Hoosier State trains, starting July 1, 2019.

What You Need to Know

Hoosier State, Trains 850 and 851, normally run Sunday, Tuesday, Wednesday and Friday to and from Chicago, Dyer, Rensselaer, Lafayette, Crawfordsville and Indianapolis.

The State of Indiana has not agreed to fund the service in accordance with Section 209 of the Passenger Rail Investment and Improvement Act.

Hoosier State trains have been removed from our reservation system, starting July 1.

Alternatives: Cardinal Trains and Amtrak Thruway Buses

Cardinal, Trains 50 and 51, continue to provide service to and from Indianapolis, Crawfordsville, Lafayette, Rensselaer, Dyer and Chicago three days each week. Train 50 departs Chicago on Tuesday, Thursday and Saturday, while Train 51 departs Indianapolis on Monday, Thursday and Saturday.

Amtrak Thruway Buses continue to operate multiple times daily to and from the Amtrak stations in Indianapolis, Lafayette and Chicago.

AMTRAK CELEBRATES 48 YEARS; LOOKS TO THE FUTURE

WASHINGTON, May 1, 2019, Amtrak MEDIACENTER – Continuing its FY18 success, Amtrak is on track for its best year as the company celebrates its 48th year of operations. Fiscal year ridership is up 1.3% through March over FY18, and Amtrak is heading toward breakeven on an operating earnings basis by FY21. Amtrak has committed to investing billions in modernizing infrastructure, fleet, and facilities to meet the growing needs and ensure a continued, bright future for passenger rail service across the nation.

Following the enactment of the Rail Passenger Service Act in 1970, Amtrak began serving customers on May 1, 1971, taking over the operation for most intercity passenger trains then operated by private railroads in exchange for access to their respective networks, thus preserving intercity passenger rail service across America. With demonstrated success under new leadership and growing demand for passenger rail, it's a pivotal time for America's Railroad® to reinforce the promises made 48 years ago and to reassess Amtrak's network for the next 50 years.

"We are changing intercity passenger rail to meet the needs of America – modernizing our trains and stations, improving on-time performance, and adding contemporary amenities – making it the preferred mode of travel for customers," said Amtrak President & CEO Richard Anderson. "We are experiencing record growth, and we look forward to working with Congress to further invest in our rail infrastructure to better serve the changing landscape of our nation."

With much of Amtrak's infrastructure dating to the early 1900s and most of Amtrak's equipment nearing the end of its useful life, considerable investments are needed to address increased highway congestion, rapid urbanization, and the threats posed by our changing climate.

Additionally, millennials and aging populations are changing the overall travel landscape, forming new markets, with many of the fastest growing markets having limited or no intercity passenger rail service.

"We have been building a successful company over the last several years: best-ever operating performance, record ridership and revenue, and the highest ever capital spend," said Amtrak Board Chair Tony Coscia. "We have the potential to meaningfully enhance how this country moves in the

future, to provide frequent and reliable, city-to-city passenger rail service.” Last month, Amtrak submitted its 5 Year Plans which provide a comprehensive strategic and financial view of the services that Amtrak provides its customers along with its General and Legislative Annual Report to Congress. Amtrak is preparing to transmit a comprehensive reauthorization proposal to Congress later this year as the Fixing America’s Surface Transportation Act is set to expire.

AMTRAK TO SHED DECOMMISSIONED SUPERLINER, AMFLEET EQUIPMENT

WASHINGTON, May 6, 2019, Trains News Wire — Superliners and Amfleet cars are among the latest batch of inactive rolling stock Amtrak is offering for sale — equipment that has languished for years at maintenance facilities in Beech Grove, Ind.; Bear and Wilmington, Delaware; and Niles, Michigan.

Previous equipment sales in late 2018 included more recently retired single-level heritage dining cars, sleepers, and baggage cars.

The only bilevel cars included in those November and December sales were four heritage ex-Santa Fe hi-level coaches and five hi-level lounges, the latter used as Coast Starlight “Pacific Parlour Cars” from the mid-1990s to early 2018.

The 22 Superliners and 19 Amfleet or ex-Metroliner coaches included in Sales Offer 2019-80 may be much less roadworthy, many as a result of wreck damage. The sale also includes 11 material-handling gondolas stored at the company’s Niles, Mich., maintenance base (once used for trackwork on the Amtrak-owned Michigan Line), two P40 locomotives, a Pacific Surfliner cab car, and one AEM-7 electric locomotive that has yet to be sold or scrapped.

Many of these cars and locomotives were evaluated for repair multiple times but passed over because they were more expensive to rehabilitate compared with similar sidelined equipment. They have been kept on the property for spare parts that would otherwise have to be manufactured at great expense, but this cannibalization has greatly diminished their value and any prospects for a return to service.

Another issue *Trains News Wire* discovered while attending a Beech Grove car sale in December was that any rehab work will likely require asbestos remediation, a costly, labor-intensive process. However, not all of the wreck- or fire-damaged cars we observed are included in this offer.

These Superliners are being offered for sale at Beech Grove. They have been out of service for years, having been sidelined in incidents ranging from 1995’s *Sunset Limited* sabotage wreck in Arizona (one dining car) to a March 2016 derailment of the *Southwest Chief* (three coaches and a coach-baggage car). That accident in Kansas came after a farm truck knocked track out of alignment.

Superliner I coaches: 7, Superliner I coach/smoking lounge: 1, Superliner I coach-baggage: 2, Superliner I and II Sightseer lounges : 5, Superliner I sleepers: 3, Superliner II transition sleeper: 1, Superliner I diner-lounges: 2, Superliner I dining car: 1, Total: 22. Bids are due by May 31, 2019.

AMTRAK, NJ TRANSIT TO INVEST \$31 MILLION IN NORTHEAST CORRIDOR

NEW YORK, May 15, 2019, Trains News Wire – Amtrak and NJ Transit will spend \$31 million along the Northeast Corridor in New Jersey in a new capital improvement plan. The funds will advance needed renewal work throughout spring and summer 2019. From their opposing viewpoints over usage fees and threats of Amtrak banning NJ Transit from the NEC two years ago, this cooperation reflects the current dynamic between the two operators.

“Amtrak and NJ Transit’s commitment to investment in infrastructure would not be possible without New Jersey Gov. Phil Murphy’s support, as he shares our dedication to improving the overall customer experience,” Amtrak Chairman Tony Coscia says.

Specifics of the improvements along the Northeast Corridor in New Jersey include:

Newark’s Penn Station will see Amtrak crews starting a block tie replacement program May 20. Work will commence on tracks 1 and 4 at the station, which

are the most used inbound and outbound track. With 95 feet on track 1 and 1,100 feet on track 4, the deteriorated wooden ties will be replaced with concrete ties.

Portal Bridge, the 108-year old span over the Hackensack River, will see Amtrak crews will perform timber deck replacement on tracks 2 and 3 this summer. Over 500 timbers per track will be replaced to last until the new Portal North Bridge is completed.

Starting Aug. 5, at Fair Interlocking, north of the Trenton Transit Center Station, Amtrak crews will begin extensive timber and switch replacement work, including total switch replacement for six switches, current switch machines upgrading from air to electric, adding new electric switch heaters and replacing more than 700 ties and 350 switch timbers.

Catenary upgrades including equipment removal, replacement, and new installation of constant tension catenary are ongoing. This is being done for all four tracks between County Interlocking in New Brunswick and Ham, 1 mile north of the Trenton Transit Center, a distance of more than 20 miles. This is done in anticipation of higher speeds over existing infrastructure for the new Acela Express fleet expected to enter service in 2021.

NJ Transit Executive Director Kevin Corbett says, “Through our partnership with Amtrak, the contributions from NJ Transit are being reinvested back into Amtrak’s infrastructure in the state, ensuring our customers continue to enjoy the safe and reliable service they deserve.”

The improvements are a result of a new financial agreement between Amtrak and NJ Transit reached in February. At that time, NJ Transit agreed to pay Amtrak all withheld funds owed.



CONRAIL OUTLINES PLANS FOR CAPACITY PROJECTS IN NORTH JERSEY SERVICE AREA

NEWARK, N.J., Apr. 19, 2019, Trains News Wire — Conrail is planning significant projects to add capacity to its 471-track-mile North Jersey Service Area, railroad President and Chief Operating Officer

Timothy Tierney said at the April meeting of the North Jersey Transportation Planning Authority.

The North Jersey Service Area, which operates in six of New Jersey’s 21 counties near New York City, is one of two areas in New Jersey operated by Conrail Shared Assets, the jointly owned operation which serves customers of owners CSX Transportation and Norfolk Southern and interchanges with 11 of the state’s shortline railroads. (Conrail also operates in southern New Jersey, serving the Philadelphia metro area.)

The capacity projects follow more than \$20 million in capital projects in 2018, and reflect Conrail’s continuing carload growth. The planned projects will be concentrated within a 10-mile radius of Conrail’s hub, Oak Island Yard in Newark.

Tierney outlined five projects which represent approximately 16 miles of new capacity in the North Jersey terminal area to support growth in the region:

— The long-proposed Waverly Loop will connect freight trains on Conrail’s Passaic and Harsimus Line to provide a second route to access the Port areas in Northern New Jersey. It will be in operation by next year.

— Additional support tracks at the Oak Island Yard will also be in service by the end of next year.

— A new proposal for a southbound connection at Port Newark, located to the south of Oak Island, is being studied. This link would enable container trains to connect to Conrail’s Chemical Coast Line south, then utilize Conrail’s Port Reading Secondary Line to a junction with Norfolk Southern and CSX near Bound Brook, N.J. It would be a less-congested alternative to the current routing of traveling north to a junction with Conrail’s Lehigh Line just west of Oak Island Yard.

— Improvements at Greenville Yard, straddling Jersey City and Bayonne along the Hudson River, will enable more containers to be moved from the newly-opened Intermodal terminal, Global Container Terminal-Bayonne, on

the southeastern side. Improvements funded by the Port Authority of New York and New Jersey, will add additional tracks in the container port by this June to increase capacity as needed. At the northern end of the yard, use of the Cross Harbor section's New York and New Jersey carfloats will increase, as two more rail carrying barges are brought on line soon. These will travel to Brooklyn to interchange with the New York and Atlantic Railway. Completion should be by 2020.

— Construction could begin in 2021 on a new bridge to replace current double-track, swing-span Point No Point Bridge, built in 1901. That bridge carries Conrail's Passaic and Harsimus Branch over the Passaic River from the east end of CSX's Kearny Yard to Amtrak's Northeast Corridor near the west end of Newark Airport. The new structure would be a \$90 million double-tracked bascule bridge. The engineering and permitting process began in 2017 and is expected to last through next year. Conrail is currently seeking federal/state funding support for this project.

The projects, to support anticipated rail freight growth in the New York City region, are primarily funded by Conrail, the Port Authority of New York and New Jersey, and the State of New Jersey.

A map of *Conrail - Port Related Projects* is shown "Inside The Back Page."



CSX RELEASES VETERANS AND FIRST RESPONDERS COMMEMORATIVE UNITS

HUNTINGTON, W. Va., May 1, 2019, Trains News Wire
When specially-painted CSX locomotives Nos. 1776 and 911 rolled out of the paint shop in Huntington on April 30, the big GE Evolution Series engines essentially ushered in a new era at the railroad, one which could see more unique paint schemes on the railroad's network.



PHOTOS BY CHRIS ANDERSON, TRAINS NEWS WIRE

ES44AH locomotives No. 1776, dubbed "The Spirit of Our Armed Forces," and No. 911, designated as "The Spirit of Our First Responders," were unveiled Tuesday afternoon at the railroad's Huntington Heavy Repair shops in West Virginia. No. 1776, renumbered from No. 3112, wears a combination standard CSX scheme on its cab and a highly-detailed digital camouflage paint scheme on its long hood which adorns CSX's new "Pride in Service" logo. The seals of the five armed services branches are spread across the rear of the engine's radiators, and logos for several support organizations for

veterans and veterans' families also appear on the locomotive. A screen-printed American flag covers the side cab windows. No. 911 is the most pronounced departure from the standard blue-and-gold scheme. New red and white fire truck-inspired paint covers the locomotive from end to end. Decals replicating the shields of police, fire and EMS appear on the long hood, and on the rear of the radiator a Sept. 11, 2001-inspired decal declares "Never forget." The number 343 is also stenciled on the long hood of the locomotive, recalling the number of firefighters killed in the World Trade Center in the Sept. 11 terror attacks. Screen prints showing a police officer, firefighter and EMS worker also cover the windows of the 911.

At the Huntington shops, the buzz was from those to whom the paint schemes pay tribute. Local police, fire and EMS personnel, as well as members of the U.S. Coast Guard, attended the locomotives' roll out from the paint shop. Among them was Dawn Lanham, an employee at Huntington who also serves as an EMT. Lanham kept track of the progress on the 911 as the paint was applied over the past several weeks, and she was on-hand to watch it roll into the open.

"It's exciting because you can relate to it," she said. "I can't wait for it to roll out onto the road where everyone can see it."

CSX Director of Network Planning Eric Hendrickson said the idea for No. 1776 came about as he and CSX Chief Operating Officer Edmond Harris rode a special Union Pacific business train last fall pulled by UP No. 1943, which is painted to pay tribute to veterans.

"We talked about how neat it would be for us (CSX) to do a special locomotive for veterans," Hendrickson said.

That conversation led to Harris giving the go-ahead to begin researching what it would take to execute the project. Hendrickson said he turned to graphic artist Tyler Hardin, who produced a half-dozen renders for consideration for the project, including the one ultimately selected. Hardin, who has previously worked with the railroad on other special paint scheme projects, said he was attempting to be "conservative" with the design for the 1776's paint scheme, and he wanted it to maintain a "CSX-centric" livery.

"It has the corporate look on the front that kind of swooshes into the camo," Hardin said.

As the 1776 project progressed, Hendrickson said, discussions began about a locomotive to recognize first responders. By happenstance, Hendrickson said, the last time he was in Huntington — February's unveiling of a restored C&O caboose for Kentucky Steam Heritage Corp. — No. 911 was at the shops for wreck repair and paint. He said Harris gave the go-ahead for the 911 project. Hardin said his design for the 911 is centered upon American fire trucks, many of which feature a lightning stripe and safety striping, two of the most prominent details on No. 911. Hardin said his original design would have seen a paint scheme similar to No. 1776, but a more unique design was ultimately chosen. Both paint schemes left those in attendance Tuesday in awe.

"It doesn't seem real," Hendrickson said. "What I take pride in is seeing the employees smiling and taking pictures of them. The paint shop guys always go above and beyond on these projects." Dozens of Huntington employees are U.S. military veterans and they came out to view the locomotives and pose for photos. "There's a lot of pride in those locomotives," Hendrickson said.

Hardin said the entire project went smoothly and he received nothing but support during his part in the project. "I feel like I won the lottery," Hardin said. "Making people happy is worth its weight in gold. The project is more than just another project."

The two units are receiving finishing touches at Huntington in preparation for road service. The locomotives are the latest in a string of special paint projects undertaken at Huntington over the past several years. Hendrickson said they will not be the last. While not giving any specific details, Hendrickson said more special paint projects are planned at CSX.

"There's more to come," Hendrickson said. "We're not done."



NORFOLK SOUTHERN REPORTS RECORD FIRST QUARTER FINANCIAL RESULTS AMID OPERATIONAL IMPROVEMENTS

NORFOLK, Va., Apr. 24, 2019, Trains News Wire — It was a record first quarter for Norfolk Southern, as the railroad set a string of financial records as smoother operations and rate increases more than made up for flat overall traffic volume.

“We are finding that the more we adopt new practices and ideas, the more we can drive bottom line growth and shareholder value,” CEO Jim Squires said on the railroad’s Wednesday morning earnings call. “The results showed in the first quarter.”

The railroad’s operating income rose 16%, to a record \$966 million, as revenue grew 5%, to \$2.8 billion. Net income was up 23% to a record \$677 million. Earnings per share increased 30% to \$2.51, a record that easily topped Wall Street analyst estimates of \$2.18 per share, according to I/B/E/S. NS’s operating ratio improved 3.3 points to a first quarter record 66%.

Merchandise revenue was up 5% despite a 1% drop in volume. Intermodal revenue surged 6% on volume growth of 2%. Coal volume slumped 5% and coal revenue was flat.

NS average train speed rose 14% in the quarter and terminal dwell improved 23%, Chief Operating Officer Mike Wheeler says. The improvements were due to completion of the railroad’s clean-sheeting process, which redesigned terminal and local service.

Clean-sheeting has laid the foundation for the implementation of Norfolk Southern’s new TOP 21 operating plan, which is based on the principles of Precision Scheduled Railroading. Although targeted train plan changes are being made now, NS will flip the switch on the new plan in July.

The plan will move freight in longer, heavier trains that will combine merchandise, automotive, and bulk traffic while increasing use of distributed power, Wheeler says. TOP 21 also aims to reduce dependence on terminals and intermediate switching.

NS has begun shifting some unit coke, ethanol, and stone traffic into the merchandise network. It also has blended some traffic into intermodal trains and raised merchandise speeds to 60 mph across significant portions of the system so trains with co-mingled traffic can operate at intermodal speeds.

“As we co-mingle traffic onto trains, a train becomes a train and we really don’t want to have an intermodal speed and a merchandise speed out there,” Wheeler explains. “So we’ve raised them up, where appropriate, to all run at 60 mph and take advantage of the velocity improvement and keep everything moving.”

Changes to the intermodal network operating plan will come next year, Wheeler says.

Wheeler says the railroad is making progress on the five key performance metric goals unveiled at investor day in February. They include train and engine employee productivity, locomotive productivity, train weight, cars on line, and a service delivery index that’s benchmarked to 2018 service levels.

But NS did not provide specific figures on how performance measured up versus the goals for the year or compared to the long-term targets set for 2021.

NORFOLK SOUTHERN REMOVES ALL POSITION LIGHT SIGNALS BETWEEN HARRISBURG AND ALTOONA, PA.

Former Pennsylvania Railroad signals being displaced in favor of positive train control-compliant ones

HARRISBURG, Pa., May 1, 2019, Trains News Wire — Contractors working for Norfolk Southern over the weekend removed the last classic Pennsylvania Railroad-style wayside position-light signals on the 131-mile stretch of main line between Harrisburg, Pa., and Altoona, Pa. On the original 1854 Pennsy Harrisburg-Pittsburgh main line, the sole survivors lie between Altoona and Pittsburgh, 117 miles. Over the summer, those, too, will be retired.

The work, which began in the fall, is a lead-up to the installation of positive

train control. Automatic block signals, also known as intermediates, are being removed entirely, while interlockings are being converted to Safetran four-color hooded signals. Until PTC goes live on the Pittsburgh Line, train and engine crews between interlockings are relying solely on traditional Pennsy/Penn Central/Conrail/NS cab signals to instantly show indications.

In all, the cutover will have resulted in 27 interlockings with more than 100 signals being replaced, and more than 60 automatics with more than 200 signals being removed. While Conrail and NS had made a few spot replacements, position-lights overwhelmingly guarded the main line until now.



A NORFOLK SOUTHERN CONTRACTOR HAS REMOVED A POSITION LIGHT SIGNAL FROM THE PENNSYLVANIA RAILROAD ERA ALONG THE MAIN LINE BETWEEN HARRISBURG AND ALTOONA, PA. - DAN CUPPER

Work is being carried out on Sundays to minimize the impact on traffic. Now designated as NS’s Pittsburgh Line, the 248-mile route handles 50 to 60 freights a day, plus Amtrak’s Pennsylvanian. Once known as the PRR’s four-track Great Broad Way, the line is now mostly double-track, with alternate single-track relief routes available between Johnstown, Pa., and Pittsburgh, and three tracks on the 40 miles over 2,200-foot-high Allegheny Mountain.

Signals are spaced mostly at intervals of two or three miles, but on most of the mountain’s East Slope grade, which includes Horseshoe Curve and reaches a steepness of 1.8%, they are located every mile.

This style of signal has protected, moved, and stopped Pennsy, Penn Central, Conrail, and NS trains for more than a century.

Installed at Paoli, Pa., as early as 1914, position-light signals mimic the action of a movable semaphore blade, the type of signal that they replaced. The railroad collaborated with Union Switch & Signal of Swissvale, Pa., an affiliate of the former Westinghouse Air Brake Co., to design position lights. Wholesale adoption on the Pennsy began in 1921.

NORFOLK SOUTHERN ‘REIMAGINES POSSIBLE’ WITH NEW STRATEGIC PLAN TO DRIVE SERVICE, EFFICIENCIES, GROWTH AND VALUE

ATLANTA, GA., May 9, 2019, NSInfo - Norfolk Southern in 2019 is reimagining possible in all aspects of its business to serve customers better, operate more efficiently, drive growth, and create shareholder value, CEO James A. Squires said today in remarks at the company’s annual meeting of shareholders.

“We are moving full speed ahead with a new plan for the future that provides a clear path to continued success – success that benefits our customers, our employees, and our shareholders,” Squires said.

Norfolk Southern’s new three-year strategic plan, released in February, is driving transformational changes at the company, Squires said. The plan is based on an operating model known as precision scheduled railroading, and is built on five principles: serving customers, managing assets, controlling costs, working safely, and developing people.

“We are transforming our operations, and, indeed, our entire organization,” Squires said. “We’re getting the right people in the right positions and in the right places. We’re looking at old challenges in new ways – and we’re turning challenges into opportunity.”

Through a process called Clean Sheeting, Norfolk Southern has streamlined operations at its rail terminals, improving the consistency and reliability of customer service while lowering operating costs and creating capacity for growth. In the third quarter of 2019, the railroad plans to roll out its new TOP21 operating plan to drive improvements in the velocity and fluidity of train movements across the company’s 22-state rail network.

“We want to grow our business and our customers’ business, all while operating more efficiently and safely,” Squires said.

Over the past three years, guided by the first strategic plan developed under

Squires' leadership, Norfolk Southern has delivered record financial results, including year-over-year improvement in operating ratio, the company's primary efficiency measure. In 2018, the company achieved an all-time best operating ratio of 65.4 percent. Under the new strategic plan, the company's goal is to achieve an operating ratio of 60 percent by 2021.

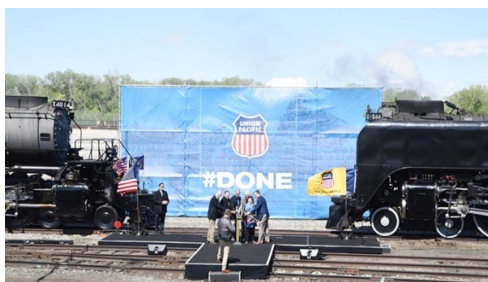
The new strategic plan already is delivering results, Squires said. Under the new plan, the company achieved all-time best first-quarter performance in 2019 across a range of financial measures, including net income, earnings per share, and operating ratio. The company also accomplished significant improvements in network fluidity and velocity, increasing average train speed 14 percent and reducing the time that rail cars dwell in terminals by 23 percent.

"Norfolk Southern today is operating from a position of financial strength – and we have a plan to grow even stronger," Squires said. "As we Reimagine Possible, we are building a railroad for tomorrow and for years to come."



BIG BOY, NO. 844 REENACT GOLDEN SPIKE'S NOSE-TO-NOSE MOMENT IN OGDEN CEREMONY

OGDEN, Utah, May 9, 2019, Trains News Wire — With a call on the radio from Union Pacific Chairman Lance Fritz as part of a Thursday morning ceremony, Big Boy No. 4014 eased into a scene that was a twist on an iconic American image of two locomotives facing nose to nose on a fine spring day in Utah.



BIG BOY NO. 4014 AND 4-8-4 NO. 844 FORM THE BACKDROP AS A GIANT GOLDEN SPIKE IS HAMMERED IN PLACE AT AN OGDEN, UTAH, CEREMONY BY OFFICIALS AND DESCENDANTS OF PARTICIPANTS IN THE CONSTRUCTION OF THE TRANSCONTINENTAL RAILROAD - TRAINS: JIM WRINN

With UP's Ed Dickens at the throttle, No. 4014 moved to a spot on a stage with 4-8-4 No. 844 in front of a banner that read "#done". The two locomotives posed like the Jupiter and No. 119 at Promontory 150 years ago for a ceremony honoring the Golden Spike.

Fritz, Utah Gov.

Gary Herbert, U.S. Rep. Bob Bishop, and descendants of UP construction boss Grenville Dodge and Chinese laborers used hammers to tap an oversized golden spike, celebrating the 150th anniversary of the first transcontinental railroad in 1869.

The locomotives arrived Wednesday and will remain on display through Saturday. On Sunday, they begin their eastward trek home to Cheyenne. On Friday, the celebration moves to Promontory Summit for a ceremony and recreation of the 1869 completion ceremony.

GOLDEN SPIKE COMMEMORATION DRAWS HUGE CROWD FOR HOURS OF CEREMONIES

PROMONTORY SUMMIT, Utah, May 10, 2019, Trains News Wire — For one day on Friday, lonely, windswept Promontory Summit filled with thousands of visitors eager to celebrate the completion of the first Transcontinental Railroad 150 years ago today.

The morning began with positioning steam locomotive replicas Jupiter and No. 119, representing the Central Pacific and Union Pacific, respectively.

Soon afterward, a music troupe launched into two dress rehearsals of a half-hour musical dramatizing the events and personalities involved in the Transcontinental Railroad.

At 11 a.m., a parade of speakers began recounting or remembering the importance of the Transcontinental Railroad including keynote speaker Jon Mechem, a presidential historian.

The days ceremonies concluded with a traditional re-enactment of the Last Spike ceremony as it was in 1869 and a full rendition of the musical "As One" to be broadcast live over a television station in Salt Lake City.



Atlantic City Line

NJ TRANSIT RESTORES ATLANTIC CITY SERVICE

ATLANTIC CITY, N.J., May 13, 2019, Trains News Wire — Months later than originally promised, but almost two weeks ahead of a more recent estimate, NJ Transit resumed rail service on its Atlantic City

line on Sunday. But the service returned with a new schedule drawing some criticism.

The route was shut down last Sept. 5 to allow for installation of positive train control equipment, with NJ Transit executive director Kevin Corbett saying at the time it would return by Jan. 1, 2019. Instead, the line was shut down for more than eight months. Earlier this year, the agency said service would be restored Memorial Day weekend, but that was subsequently advanced to Sunday.

The Princeton Dinky, a shuttle between the Northeast Corridor and the Princeton University campus, also returned on Sunday.

Corbett was on hand for the return of the Atlantic City service, *Philly.com* reports, as was assistant executive director Anthony Greco, who said the service's revised schedule a new morning arrival in Philadelphia that was "customers' most common request." And the return was welcomed by riders who had feared that the shutdown of the route — the least-used in the NJ Transit system — would eventually be made permanent.

But *NJ.com* reports that while the revised schedule increases morning round trips from three to five, those additions came at the expense of two post-midnight trains from Atlantic City to Philadelphia used by casino workers. NJ transit said those trains had low ridership — less than 40 passengers per day — and parallel bus service is available.

Transit advocates also noted that the new schedule also hits casino workers on 9-to-5 schedules, as a train that previously departed at 5:45 p.m. now leaves at 4:55 p.m., before those workers' shifts end. They now must wait for a 6:45 p.m. train.



SEPTA CONDUCTOR SHOT IN ROBBERY ATTEMPT ON STATION PLATFORM

PHILADELPHIA, May 10, 2019, Trains News Wire — A 57-year-old Southeastern Pennsylvania Transportation Authority conductor was shot in the hip Friday afternoon during an attempted robbery at a Regional Rail station, *Philly.com* reports.

The conductor, whose name has not been released, was shot about 3:25 p.m. on a platform at the Carpenter station, according to SEPTA press officer Andrew Busch. Carpenter is about 9 miles north of Philadelphia's 30th Street Station on the [former PRR - Ed.] Chestnut Hill West line.

The conductor was approached by two men as he stepped off the train. One demanded money, and when the conductor pushed one man away and tried to get back on the train, he was shot by the second man. The two men then ran off.

The conductor was transported to Einstein Medical Center and was reported to be in stable condition.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JUNE

June 1901 - West Jersey & Seashore Railroad builds a new station at Wildwood, New Jersey.

June 2, 1906 - Sunday passenger service discontinued on Lancaster-Quarryville Branch and weekday service cut from three to two

round trips.

June 12, 1911 - Orangeville Engine Terminal opens at Baltimore, Maryland and roundhouse at Mt. Vernon Yard abandoned.

June 25, 1916 - PRR and LV inaugurate *Lehigh-Pennsylvania Express*, through day passenger train between Phillipsburg, N.J., and Pittsburgh via Mt. Carmel, Sunbury, Lock Haven and Tyrone; introduced on initiative of Pres. Samuel Rea to serve businessmen, including officers of Bethlehem Steel, traveling to Pittsburgh and western Pennsylvania properties acquired with Pennsylvania Steel Company.

June 20, 1921 - PRR announces contract to remove train shed of Jersey City Terminal at Exchange Place.

June 29, 1926 - PRR begins sponsorship of "Pennsylvania Railroad Hour" at 9:00 PM Tuesday evenings on radio stations WJZ (New York), WRC (Washington) and WGY (Schenectady); variety show is structured around imaginary trips on famous PRR trains to popular destinations on PRR system.

June 1, 1931 - Lebanon Auto Bus Company, Inc. begins operating contract bus service for PRR between Columbia and Elizabethtown, Pa.

June 30, 1936 - Third rail taken out of service between "PORTAL" Interlocking and "S" Tower at Manhattan Transfer; it remains in place through the tunnels to permit servicing the catenary.

June 28, 1941 - LIRR operates first "golf outing" special to the Brentwood Country Club; \$3.00 fare includes round trip and use of links and clubhouse.

June 14, 1946 - Last steam locomotive built by PRR, T1 No. 5524, outshopped at Altoona; Juniata construction number 4,584.

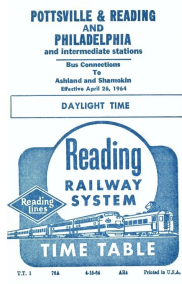
June 1951 - PRSL receives last of six RDCs, Nos. M-411 to M-413; the 12 owned by PRSL are the only RDCs on the PRR system.

June 13, 1956 - Publicity run of *The Keystone*, the "tubular" lightweight, low-center-of-gravity train built by The Budd Company; consists of seven coaches and a head-end-power/kitchen car; tubular cars cost \$2,000 per seat, vs. \$3,000 for Congressional type car and \$1,000 for "Aerotrain".

June 12, 1961 - First dedicated daily Plan III TOFC train of chilled Tropicana Products, Inc., orange juice placed in service; runs Bradenton, Fla.-Kearny, N.J. with second-morning delivery.

June 18, 1966 - PRR discontinues Mail Train No. 9 between New York and Philadelphia; remains between Philadelphia and Pittsburgh; much express traffic now removed from passenger trains to TrucTrain service.

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



TIMETABLE 06-19

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



Saturday & Sunday 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

Sunday, June 2, 2019

Spring Hamburg Dutch Train Meet at the Hamburg Field House, 123 S. Fourth St., Hamburg, PA 19526. Info: ralphthetrainguy@yahoo.com

Sunday, June 16, 2019

Father's Day Express on the West Chester Railroad. Info: www.westchesterr.com

Sunday, June 16, 2019

Father's Day Train Ride and Catered Picnic in Hoffer's Park on the Middletown & Hummelstown Railroad. Info www.mhrrailroad.com

Friday-Sunday, July 12-14, 2019

Celebrating 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-Sunday, Oct. 10-13, 2019

Liberty Bell Special - NMRA Mid-Eastern Region Fall Convention at the Crowne Plaza Hotel, 260 Mall Blvd., King of Prussia, PA 19406. Info: www.libertybellspecial.org

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

Saturday & Sunday, Nov. 23-24, 2019

Brass Expo and Custom Craftsman Models 2019 at the Wyndham Lancaster Resort and Convention Center, 2300 Lincoln Highway East, Route 30, Lancaster, Pa. Info: 724-285-3090 or www.brassexpo.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

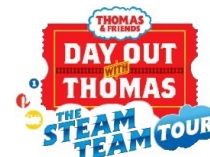
Saturday & Sunday, Sept., 7-8, 2019 - Railroad Heritage Days

Saturday, Sept., 21, 2019 - Smithsonian Magazine Museum Day

Saturday, Sept., 28, 2019 - Members Day

Sunday, Oct. 6, 2019 - Garden Railways Tour

Saturday, Oct., 19, 2019 - Trains & Treats



STRASBURG RAIL ROAD

301 GAP ROAD, RONKS, PA 17572

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Friday thru Oct. 18, 2019 - Hosting Tour at 8:00 AM

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

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



MAY, 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, May 20, 2019. In the absence of President Tom Shenk, the meeting was called to order at 7:35 p.m. by First Vice President Harold (Smoke) Shaak with 29 members present. First Vice President Harold Shaak led those assembled in the Pledge of Allegiance.

MINUTES: First Vice President Harold Shaak asked for a motion to approve the April Membership Meeting Minutes. Paul Baringer approved the motion and Kathleen Steckler seconded the motion. The April Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

CHAPLAIN: On behalf of the Lancaster Chapter, Doris Geesey sent Steve Himpls a card for his recent surgery. Steve is recovering at home.

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

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 can meet at the Christiana Fire Company for breakfast at 7:30 a.m. and then go over to the Christiana Freight Station for the clean-up starting at 9:00 a.m. The Lions Club will 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 (washing and liquid waxing the caboose, the deck needs work and just general cleaning) at the Station and volunteers are needed for the day. Glenn also would like some input on how to solve a landscaping issue on a steep bank at the Passenger Station. If interested or have any ideas, contact Glenn.

VENDORS AND CRAFT SHOW: Cindy Kendig announced the Vendors and Craft Show will be held Saturday, October 19, 2019 from 9:00 a.m. to 2:00 p.m. Cindy is already getting calls from vendors to reserve their spaces at the show.

KITCHEN SIGN-UP: If anyone is interested in bringing refreshments for a Chapter Membership Meeting, there will be a sign-up sheet at next month's meeting. Someone is needed for the Monday, October 21 Chapter Membership Meeting.

COLUMBIA RAILROAD DAYS: Glenn reported on Saturday, May 4, Steve and Linda Himpls had a display table with historical items from the Freight Station and also a Railroadiana sales table at the Columbia Railroad days. Shops were open, there were demonstrations of riveting, tours of the locomotives, and Speeders were on display - you could ride the Speeders at the end of the day. The Columbia Historical Society wants to make this an annual event.

UPCOMING DATES: Smoke Shaak announced upcoming dates. Monday, June 17, Chapter Membership Meeting at the Christiana Freight Station. Monday, July 15, Chapter Membership Meeting at the Reading & Columbia Railway Yard. Monday, August 19, Chapter Membership Meeting at the Strasburg Rail Road. Sunday, September 15, Annual Chapter Picnic. Saturday, October 19, Vendor and Craft Show at the Christiana Freight Station. Monday, October 21, Chapter Membership Meeting at the Christiana

Freight Station. The October Membership Meeting will also be Election of the Chapter Officers for the next year. November is the Annual Chapter Banquet at Bird-in-Hand Restaurant (no date available as of now). The Christiana Freight Station Christmas Open House will be in December (no dates yet). Monday, December 16, Chapter Membership Meeting and Annual Christmas Party at the Christiana Freight Station.

ANNOUNCEMENTS: Smoke Shaak gave a report on his trip to the Salt Lake City, Utah Convention. They visited the Promontory Summit where the Union Pacific and the Central Pacific met. They had re-enactments of how the railroads were built and of the driving of the railroad spike (they used a silver spike instead of the golden one). Smoke signed up for the engine cab ride on the Heber Valley Railroad. The engine didn't get far (800 feet) before it derailed. Smoke took some ribbing about the derailment because he was in the cab of the engine when it happened. The Lancaster Amtrak Station is getting a parking garage (within the next few years) with a bridge to get from the parking garage over to the Station. Richard Rutledge has a membership at the Railroad Museum in Strasburg and received a mouse pad for his membership, which he donated to the Chapter. Richard also announced that the N&W 611 steam locomotive is coming to the Strasburg Rail Road in September. Drew Schlecker will be volunteering on the Wilmington & Western Railroad as soon as he gets his driver's license.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:25 p.m. for a video presentation. Glenn Kendig announced the video is on Lancaster Chapter trips, the 1985 Convention, and the Strasburg Rail Road.



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



WOLF ADMINISTRATION INVESTS IN RAIL INFRASTRUCTURE

HARRISBURG, PA, Apr. 29, 2019,

PennDot – Today Governor Tom Wolf announced the approval of 27 rail freight improvement projects that will help create and sustain 255 jobs across Pennsylvania.

"Keeping goods and services moving across Pennsylvania's more than 5,000 miles of freight track is vital to the state's economy," said Governor Wolf. "These investments in our rail infrastructure will continue to support business development and create new jobs throughout the state."

"Advancing rail freight projects will preserve, improve, and create additional services for the industries and customers," Secretary Richards said. "Governor Wolf and I are committed to ensuring economic competitiveness, improving safety, and strengthening the multimodal transportation system."

Following is a list of the 27 approved rail freight projects with the state share:

Allegheny County: Leetsdale Industrial Corporation -- \$400,000 to construct approximately 0.5 miles of storage tracks to increase rail car capacity and efficiencies.

Allegheny and Washington counties: Allegheny Valley Railroad -- \$1.9 million to rehabilitate approximately 34 miles of track on the W&P subdivision by raising, lining, and resurfacing the track.

Blair County: Curry Rail Services -- \$700,000 to expand and rehabilitate yard tracks at their facility to increase capacity and support their new business line.

Millennium Rail, LLC -- \$693,357 to rehabilitate yard tracks at the Hollidaysburg Tank Car Shop by replacing ties, turnouts, and ballast to increase the yard's capacity and efficiency.

Mineral Manufacturing Corporation -- \$700,000 to construct an unloading pit, acquire unloading equipment, and rehabilitate nearly one mile of yard tracks.

D Holdings -- \$1.4 million to rehabilitate yard tracks at the Hollidaysburg Transload Facility and construct a new siding to serve existing and future businesses.

Bucks County: East Penn Railroad -- \$210,000 to rehabilitate approximately two miles of track on the Bristol Line and extend a rail siding by 1,000 feet.

Bucks and Montgomery counties: Southeastern Pennsylvania Transportation Authority -- \$700,000 to acquire and install positive train control (PTC) equipment on four Pennsylvania Northeast Railroad locomotives.

Cambria and Clearfield counties: RJ Corman -- \$2.8 million to rehabilitate approximately 56 miles of track on the WBV subdivision, including the replacement of ties and bridge timbers and surfacing track.

Centre County: Happy Valley Blended Products -- \$250,000 to construct an unloading pit and acquire unloading equipment to increase rail service at the facility.

Chester County: Mittal Steel USA Railways -- \$1.6 million to rehabilitate a railroad bridge, five turnouts, and more than one mile of track to increase yard operation efficiencies.

East Penn Railroad -- \$500,000 to rehabilitate approximately 27 miles of track with new ties and rail on the Octoraro Line.

Clinton County: Nittany & Bald Eagle -- \$309,880 to construct a 500-foot double-ended side track to increase capacity and efficiency.

Crawford County: Ainsworth Pet Nutrition -- \$2.3 million to expand rail facilities, construct new siding, and purchase unloading equipment.

Fayette County: Southwest Pennsylvania Railroad -- \$1.5 million to rehabilitate and improve approximately 2.6 miles of track on the FM&P Subdivision by installing continuous welded rail and realigning and surfacing track.

Fayette and Westmoreland counties: Westmoreland County Industrial Development Corporation -- \$1.5 million to improve the Radebaugh Subdivision, including rehabilitating approximately 0.5 miles of track, replacing two turnouts, and constructing two sidings.

Greene County: Greene Spur, LLC -- \$551,691 to rehabilitate and extend two yard tracks, construct a retaining wall, and purchase unloading equipment to increase rail service.

Lackawanna County: Delaware Lackawanna Railroad -- \$683,200 to rehabilitate approximately 20 miles of track by replacing ties and rail.

Valley Distributing and Storage Co. -- \$329,350 to rehabilitate a siding and switch to increase efficiency.

Lancaster County: Landisville Railroad -- \$488,740 to rehabilitate approximately 0.25 miles of track and two at-grade crossings.

Lawrence County: New Castle Industrial Railroad -- \$682,500 to rehabilitate approximately 1.8 miles of track with continuous welded rail.

Lycoming County: John Savoy & Son, Inc. -- \$204,835 to construct a new rail siding and unloading dock to enable new rail service.

Lycoming Valley Railroad Company -- \$531,727 to rehabilitate approximately 3.5 miles of track by replacing ties and surfacing track.

McKean County: American Refining Group, Inc. -- \$2 million to construct an additional track and purchase unloading equipment to receive product by rail.

Glenn O. Hawbaker -- \$158,865 to rehabilitate approximately 0.75 miles of track, including installing new ties, surfacing track, and constructing a 60-foot retaining wall.

Union County: Union County Industrial Railroad -- \$253,500 to construct a 1,700-foot siding and two turnouts to increase capacity and efficiency.

Westmoreland County: Noble Environmental -- \$250,000 to construct a side track to their facility to enable rail service.



SUMMER 2019 LIKELY TO BE THE LAST FOR SHORT LINE'S SIX-AXLE MONTREAL LOCOMOTIVE WORKS UNITS

ERIE, Pa., May 15, 2019, Trains News Wire — Famed Alco railroad Western New York & Pennsylvania will soon replace its venerable six-axle Alco diesel-electric locomotives with more modern equipment.

A source close to the railroad tells *Trains* this week that Summer 2019 will likely be the last for the larger Montreal Locomotive Works diesels — built in Canada, but patterned after American Locomotive Co. designs.

The railroad will be taking delivery of eight former CSX Transportation AC46CW locomotives to replace them in June. Six of the CSX locomotives will be in service while two will serve as parts supplies for the active units.

The search for replacements began two years ago as the railroad sought modernize the fleet, reduce moving parts, save fuel and improve WNY&P's carbon footprint.

Progress Rail offered the locomotives to the WNY&P and representatives tested them on the Arkansas & Missouri Railroad before making their decision. All the units selected for purchase were located on the A&M in Springdale, Ark., and will be serviced there prior to leaving the A&M.

The parts locomotives will be shipped to the WNY&P in June. The operable units will be shipped as they are serviced between June and August and will see service on the WNY&P shortly after they arrive. The locomotives will be painted in the current Livonia, Avon & Lakeville livery — the parent railroad of the WNY&P — and numbered 6000-6005 prior to delivery. There is no confirmation yet on their former CSX numbers.

The big six-axle locomotives from Montreal will be phased out of service as they arrive and will be stored serviceable. The source close to the railroad has confirmed that there are no plans to replace any of the four-axle Alco/MLW fleet as they are said to be performing well.

WNY&P maintains offices in Olean, N.Y., and Meadville, Pa. Parent company LA&L is based in Lakeville, N.Y.

THIS MONTH'S BANNER PHOTO

Reading Company matchbook cover advertising the streamlined Crusader.

OPERATION LIFESAVER REMINDS YOU...

THINK U CAN
SNAP

AND GET OUT OF THE
WAY OF A TRAIN?

See Tracks?
THINK
TRAIN

THINK AGAIN
www.oli.org

“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

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

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. See the May, 2019 Chapter Meeting Minutes on Page 9 of this issue for more information.

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 - “RIDE THE RAILS” CHAPTER MEETING

SEPTEMBER 15, 2019 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC

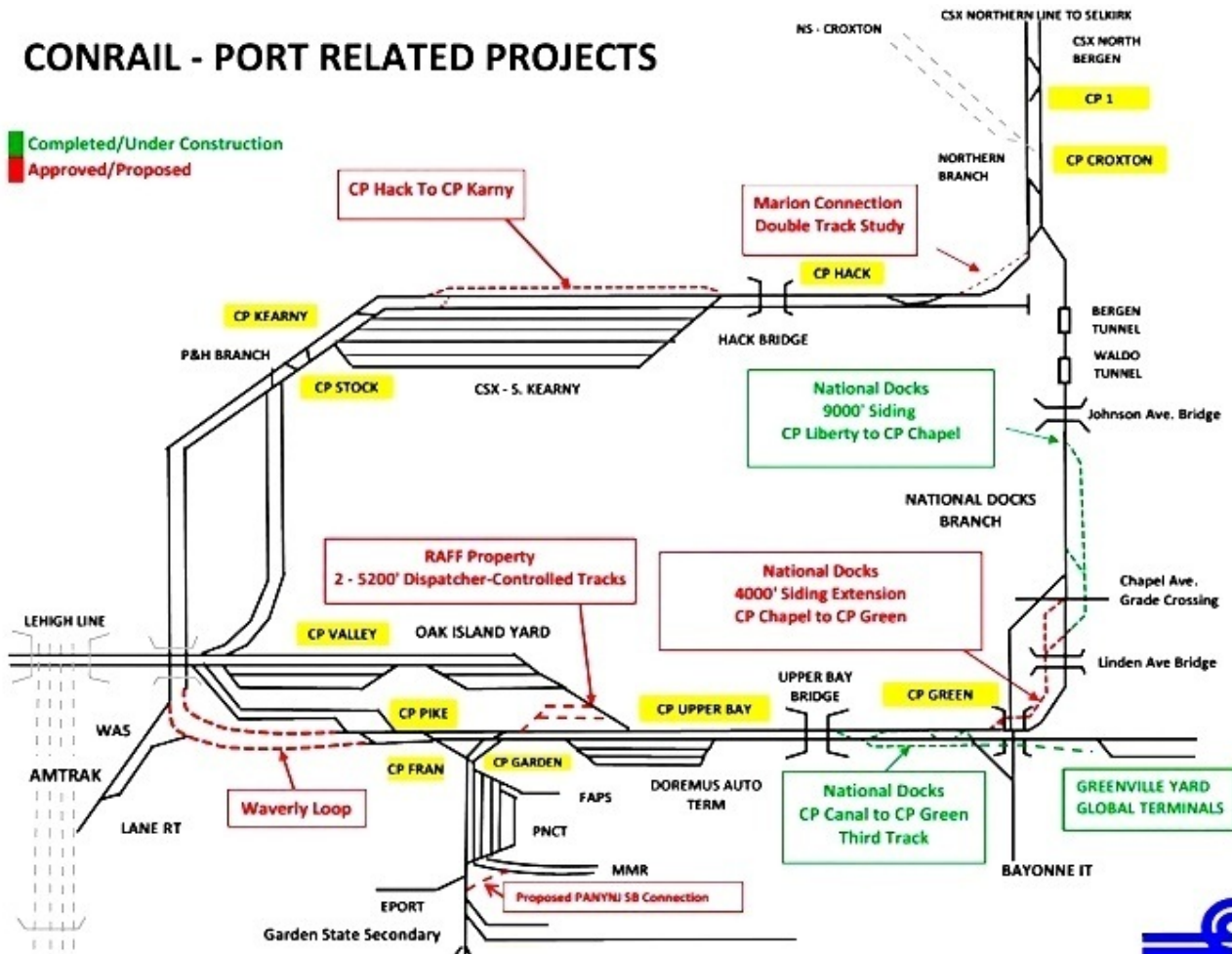
OCTOBER 19, 2019 - SATURDAY, 9:00 AM to 2:00 PM - CHRISTIANA FREIGHT STA. - VENDORS AND CRAFT SHOW

OCTOBER 21, 2019 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

NOVEMBER, 2019 - BIRD-IN-HAND RESTAURANT - ANNUAL CHAPTER BANQUET

DECEMBER 16, 2019 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHRISTMAS PARTY

CONRAIL - PORT RELATED PROJECTS



LANCASTER CHAPTER BOARD of DIRECTORS

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

MEMBERSHIP MEETING NOTICE

LANCASTER CHAPTER, N.R.H.S.

CHAPTER MEMBERSHIP MEETING

CHRISTIANA FREIGHT STATION

10 RAILROAD AVENUE, CHRISTIANA, PA

MONDAY, JUNE 17, 2019, STARTING AT 7:30 PM

**LANCASTER CHAPTER, INC.
 NATIONAL RAILWAY
 HISTORICAL SOCIETY
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416
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