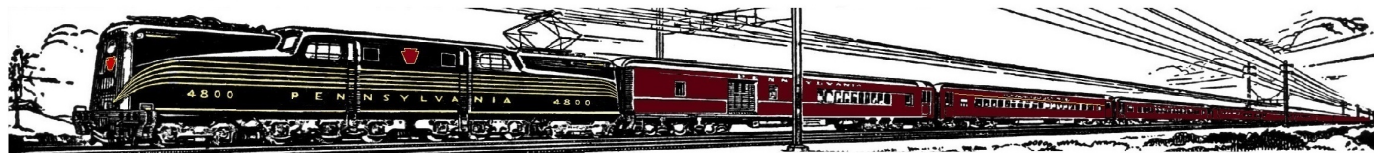


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## GG1 AT SWARTHMORE

WARTIME EQUIPMENT SHORTAGES BROUGHT SOME EXOTIC VISITORS TO A LOWLY PENNSY COMMUTER STATION

BY GEORGE GILLESPIE



**GG1 4903 HEADS A WESTBOUND RUSH-HOUR COMMUTER TRAIN AT SWARTHMORE, PA., SOMETIME DURING WORLD WAR II. A MAINLINE MOTOR LIKE THIS WAS A RARITY ON PRR'S WEST CHESTER BRANCH - GEORGE GILLESPIE**

As were many railroads during the busy World War II years, the Pennsylvania Railroad was hard-pressed for equipment. Many of us remember seeing locomotives and cars in strange places all over the country. A thrilling example of this for me was PRR's use of GG1 electrics in commuter service on its line out of Philadelphia to Media and West Chester, Pa.

We can recall those wonderful motors speeding from New York to Washington or Harrisburg with the Congressional, Broadway Limited, Silver Star, etc., and the hourly New York-Philadelphia "clockers." The Gs could also be seen in mainline freight service. But to find them on a branch line that normally hosted only multiple-unit cars and small steam engines was unheard of.

My first sighting of a G at the Swarthmore station followed my friend Bus Blundin's question, "Did you see the GG1 on the 5:42 train yesterday?" I had heard a G horn around that time, but passed it off as having come from the main line to Washington, a mere 2 miles from our house. However, I made sure to be at the station the following afternoon — with my camera.

Why were the GG1s being used on the West Chester line? With gas rationing and the subsequent increase of commuter traffic, there just weren't enough M.U. cars to accommodate the need. So the PRR brought in locomotive-hauled cars, including some from the Pennsylvania-Reading Seashore Lines that were not needed during the off season, and even some old wooden coaches.

The Media/West Chester trains operated out of underground Suburban Station in Philadelphia, so steam power was out of the question. Instead, the call went out to the reliable GG1. This combination of locomotive power and the odd coaches was used on two outbound late-afternoon schedules and two morning inbound trains.

Bus and I often speculated how the Crum Creek trestle just west of Swarthmore carried the weight of these heavy locomotives. If you stood at creek level, you could see the base plate of one of the piers rise and fall a good inch and a half even as a relatively light M.U. train crossed.

As a 15-year-old, it was very impressive to stand on our humble commuter platform and touch one of those great electrics. I've often thought of the GG1 as my No. 1 locomotive. Not a surprise, I guess, considering the initials we share.

First published in Spring 2010 *Classic Trains* magazine - a product of Kalmbach Media

EDITOR'S NOTE: PERMISSION WAS REQUESTED FROM KALMBACH MEDIA TO REPRINT THIS ARTICLE - NO RESPONSE WAS RECEIVED.



## THE POWER DIRECTOR

### “NEWS FROM THE RAILROAD WIRES”



#### AMTRAK BULLYING NOW TARGETS SEPTA

*Written by Frank N. Wilner, Capitol Hill  
Contributing Editor, Railway Age*

WATCHING WASHINGTON, JUNE 2019 - Here we go again with Amtrak. While complaining that host freight railroads unreasonably impair its legal right

to passenger-train priority handling, Amtrak is employing thug-like tactics to escape federal law and extract greater rents and other concessions from commuter-train operators utilizing Amtrak infrastructure including track and stations.

Amtrak is tightening the screws on three commuter operators using its infrastructure—Virginia Railway Express (VRE), Chicago’s Metra and now the Southeastern Pennsylvania Transportation Authority (SEPTA).

In 2015, Amtrak lobbyists buried in a 1,030-page highway bill language to redefine its Northeast Corridor (NEC) to include track owned by Amtrak’s Washington Terminal Company. VRE’s contract operator, Keolis Transportation—which won a competitive bid to replace Amtrak years earlier—uses that track to reach Washington Union Station.

Had the provision—which no member of Congress admitted to sponsoring—not been excised after this column exposed the maneuver, it would have undermined VRE’s ability to seek Surface Transportation Board (STB) relief from Amtrak abuse.

In 2017, Amtrak sought to purge the common carrier status of Chicago Union Station (CUS) by merging it into Amtrak. The intent, says Metra, which carries 100,000 passengers weekly and accounts for 83% of CUS arrivals and departures, is to block Metra’s ability to seek STB relief were Amtrak to impose discriminatory access fees. A Metra challenge is pending before the STB.

Amtrak just can’t stop emulating 19th century railroad tycoons—termed “robber barons” in 1859 by The New York Times. Amtrak’s latest assault on the public interest is directed at SEPTA, which operates over Amtrak’s NEC some 200 daily commuter trains serving 40 stations and carrying 12 million passengers annually. Amtrak has sued SEPTA in federal court to end SEPTA’s rights to operate over the NEC. Success would allow Amtrak unilaterally to impose hefty station-rent increases, or sell or lease the stations for commercial development.

SEPTA’s opposition relies on a congressional mandate laid out in at least three statutes—the 1973 Regional Rail Reorganization (3-R) Act, the 1976 Railroad Revitalization and Regulatory Reform (4-R) Act, and the 1981 Northeast Railroad Service Act (NERSA). They created and transferred to SEPTA and other NEC commuter railroads permanent rights to operate over the NEC and use the

passenger stations.

In exchange, SEPTA bears all station costs directly, and pays Amtrak for use of its tracks under congressionally established cost allocations. SEPTA says it invested more than \$228 million over the past 15 years in station capital improvements. Amtrak pays nothing toward six stations SEPTA and Amtrak share.

If the federal regime that has governed NEC commuter operations for the past 40 years is overturned, SEPTA will be at Amtrak’s mercy, as Amtrak has attempted with VRE and Metra. Absent Amtrak’s consent, SEPTA would lose the right to operate commuter services over the NEC and, crucially, be unable to secure STB oversight of Amtrak terms affecting access.

Notable is that SEPTA’s lead counsel in this matter, Paul A. Cunningham,

spent much of his career representing Class I railroads. He has lived with these statutes since working as a staff attorney for the Senate Commerce Committee where he helped draft the 3-R and 4-R acts. He later was counsel to Conrail when it was given the mandate to operate, and then transfer to SEPTA, commuter services once operated by the fallen flags consolidated into Conrail.

Cunningham declined to comment on the pending cases.

Unlike squabbles over substituting jelly sandwiches for hot meals, and adjusting routes and schedules to reflect budgetary realities and changing demographics, Amtrak, in dealings with commuter railroads, is engaging in incomprehensible pretensions to avoid its public interest obligations, shield itself from regulatory oversight and threaten, unchecked, commuter operators with service disruptions and even eviction unless they pony-up more cash.

Thuggish behavior intended to weaken other financially strapped public transportation entities so as to make Amtrak stronger is a reprehensible affront to public trust. Amtrak should be better than that. But with no sign of Amtrak remorse or abatement, Amtrak’s actions are overripe for congressional oversight and correction.

#### Railway Age Editor’s Note

Amtrak Senior Executive Vice President and Chief Operating and Commercial Officer Stephen Gardner had this response, which was emailed by Gardner to Wilner:

“I can assure you we are not seeking to emulate our Robber Baron ancestors over here, and frankly, only someone with your knowledge and background could even come up with some of the theories you’ve postulated.

“[Regarding Virginia Railway Express], defining the NEC to the Virginia Avenue interlocking was a way of trying to clarify that the newly contemplated Federal Railroad Administration Northeast Corridor grant program would apply just to the publicly owned portions of the Corridor. Since, as you know, the NEC is defined in statute in the most general geographic terms, there was no statutory distinction between our ownership, ending at the interlocking and where the CSX portion began in D.C. A very simple and boring answer.

“Our Chicago Union Station action was simply about removing the extra general and administrative (G&A) expenses associated with a redundant corporate entity, nothing more sinister. Metra’s actions are all about trying to obfuscate the incredible deal they have been getting as the majority users and minimal funder of their most important station location, and deferring the soon-to-come day where they, like their NEC brethren, need to pay their fairly allocated share of operating and capital costs.

“And, as for SEPTA, you’ll see our filing ...”

#### AMTRAK IS SUING SEPTA TO RAISE ITS YEARLY RENT FROM \$1.00 TO \$1.5 BILLION

*by Jason Laughlin, The Philadelphia Inquirer - Updated: June 26, 2019*

SEPTA has paid Amtrak a dollar a year for the last 32 years to use land along the East Coast’s busiest railroad tracks, which also double as routes for three Regional Rail lines.

Now Amtrak wants to raise the rent to \$1.5 million, and is suing to get the money.

The dispute began as a lease renegotiation but escalated, hinging on questions about what control Amtrak can exert along lines used by 11,000

SEPTA customers a day, and whether it can boot SEPTA and its 46 stations off its land. SEPTA is arguing that Amtrak can't do so, and that the rail carrier's position violates federal law.

The disagreement is over the lease of the land alongside the tracks, not SEPTA's use of the tracks themselves.

The case, first covered in the magazine *Railway Age*, was filed in February in federal court in the District of Columbia, and this month SEPTA filed the latest motion, asking U.S. District Judge Trevor McFadden to dismiss it. No date has been set for the judge's decision.

Here are the important questions about the legal battle.

**Why is SEPTA paying rent to Amtrak?** The agreements go back to the 1970s, when the federal government was trying to find a way to keep passenger rail alive. Through a long, winding route, Amtrak ended up owning much of the track that today makes up the Northeast Corridor, the busiest rail route in the country, and the land abutting it.

In 1987, SEPTA entered into a 30-year lease for that land, placing on it stations and parking lots. A dollar a year, sounds like a good deal, but SEPTA also pays a \$50 million annual operating fee to Amtrak and covers maintenance of the sites and any upgrades. The transit agency estimated it has spent \$4 million in three years keeping up properties on the land, according to a document filed with the U.S. Surface Transportation Board (STB), and \$228 million in capital improvements over the last 15 years.

Amtrak uses six of the SEPTA stations along those routes but doesn't contribute to their maintenance.

The leasing issue doesn't apply to NJ Transit, which also runs Northeast Corridor trains. That agency has an agreement with Amtrak that does not require it to pay for land it uses along that route, a spokesperson from NJ Transit said.

**What does Amtrak say?** Amtrak's claim on the easements along the Northeast Corridor dates to 1982, when it acquired the land from Conrail. SEPTA and Amtrak have been in negotiations for a new lease since 2015. Amtrak wants to charge the full market rate, according to the lawsuit. That's \$1.5 million a year and an annual 2 percent increase, according to the document SEPTA filed with the STB. If a new lease can't be reached, Amtrak states in the complaint, it could evict SEPTA and develop or sell the easements.

The current agreement, Amtrak argues, allows it to "terminate immediately all access and services provided to SEPTA" if the transit agency doesn't make its payments to Amtrak.

Amtrak wouldn't comment on the suit and declined to answer any questions about whether similar leasing agreements were under negotiation elsewhere along the Northeast Corridor.

**What does SEPTA say?** Amtrak doesn't have the right to develop or sell the easements, SEPTA says. It cites two federal laws and a federal railroad operation plan, all dating from 1973 to 1981, that guarantee SEPTA's rights to operate passenger service on the Northeast Corridor right-of-way. If Amtrak followed through on selling or developing the land along the tracks, that would hinder SEPTA's ability to run its railroad, the agency argues.

"Ejecting SEPTA from the stations, limiting SEPTA's use of the stations, reducing or eliminating commuter parking at the stations, or requiring SEPTA to pay rent in excess of the cost SEPTA incurs to operate the stations would violate the governing law," SEPTA wrote in the document submitted to the STB.

**Why does this matter?** Both Amtrak and SEPTA move enormous numbers of people, but always lurking for both agencies is the threat of unstable funding. SEPTA has a \$1.5 billion operating budget, and paying \$1.5 million more to use the land along the tracks isn't going to break the bank, but the agency is concerned about that 2 percent annual increase, and the precedent of establishing Amtrak's uncontested control of the land. SEPTA is earning less fare revenue due to shrinking bus ridership, and is looking ahead to 2022, when Pennsylvania must come up with a new way to fund transportation statewide.

Amtrak wouldn't comment on why it is pursuing the case, but it, too, is consistently underfunded. The agency earns about \$3.4 billion in revenue, but still relies on federal support. Amtrak requested \$1.8 billion for the coming fiscal year.

Jim Mathews, president and CEO of the Washington-based Rail Passenger Association, said there are signs Amtrak is under pressure to come up with revenue to make it less dependent on government support.

"They're struggling to run a railroad, literally," said Mathews, who professed no knowledge of the suit. "What I do see is an Amtrak that is under pressure from the Trump administration or the [Department of Transportation] to break even or make a profit."

A 2018 five-year plan from Amtrak addressed the agency's real estate assets, including rights-of-way, and recommended it seek ways to capture "untapped value."

**What now?** Amtrak's complaint states the agency wants to keep leasing the land to SEPTA, and is asking a judge to make it clear that the track easement belongs to Amtrak and SEPTA is not free to use it without reaching a leasing agreement. The STB has ordered that any changes to how the easements are used wait until the federal suit is resolved or the two agencies come to a settlement. SEPTA requested July oral arguments on its motion to dismiss the case, but no court date has been scheduled.

### **AMTRAK'S DELAWARE SHOPS CLEAN HOUSE OF THE LAST F40PHs AND ITS P40**

ERIE, Pa., July 10, 2019, Trains News Wire — CSX train Q389-08 rolled across the northeast on July 9 with several noteworthy locomotives in tow.



**CSX TRANSPORTATION TRAIN Q389-08 BRINGS WEST THE LAST OF AMTRAK'S F40PHR LOCOMOTIVES AND A LONE P40. AMTRAK'S DELAWARE SHOPS SOLD THE UNITS TO LARRY'S TRUCK ELECTRIC EARLIER IN THE YEAR, THE SALE MARKED THE LAST OF THE F40s ON AMTRAK AS WELL AS THE FIRST P40 TO GO TO A THIRD PARTY FOR SCRAP - PHOTO BY STEPHAN KOENIG**

Amtrak's Wilmington and Bear, Del., shops recently disposed of the last for the F40PHR units for Amtrak and has sent the first P40-8 to scrap that was not wrecked. The units are headed to Larry's Truck Electric in Lordstown, Ohio, where they are expected to be parted out by the locomotive dealer. While the firm has experience with Amtrak F40PHs in the past this is the first LTEX GE Genesis series locomotive acquisition.

It will likely will not be its last as Amtrak will begin retirements of the P40 and P42 fleet next year. Amtrak P40 828 was kept as a training platform at the Wilmington shops after it was retired from active service in 2005.

Though it is now rusted through in several spots, the unit had some recent upgrades including an electric bell to familiarize Amtrak employees over the years.

### **STORM DAMAGE DISRUPTS AMTRAK KEYSTONE SERVICE**

PHILADELPHIA, July 3, 2019, Trains News Wire — Amtrak ran some *Keystone Service* trains between Philadelphia and Harrisburg, Pa., on a modified schedule this afternoon and evening, after earlier cancelling trains on that segment because of damage from severe storms east of Harrisburg on Tuesday night, July 2.

As of July 5, Amtrak *Keystone Service* trains operated on a modified schedule. There were 16 *Keystone* trains between Harrisburg and Philadelphia, eight westbound and eight eastbound.

These *Keystone* trains were scheduled to operate to and from Philadelphia: Trains 600, 607, 609, 622, 639, 640, 641, 643, 646, 647, 648, 650, 651, 652, 653,



654, 655, 656 & 658.

Trains 42 & 43, the *Pennsylvanian*, also operated daily to and from Pittsburgh, via Harrisburg and Philadelphia.

Repairs to the overhead power system and other infrastructure work is continuing.

#### **WEATHER DISRUPTS AMTRAK SERVICE NEAR WASHINGTON**

WASHINGTON, July 8, 2019, Trains News Wire — Service on and south of Amtrak's Northeast Corridor was disrupted by flooding near Washington, D.C. on Monday, July 8.

About 10 a.m. EDT, Amtrak said on its Northeast Corridor alerts Twitter feed that all trains traveling south of Washington were stopped because of severe weather conditions. Tracks began to be cleared for traffic about two hours later, allowing traffic to move with delays. But shortly thereafter, traffic on all tracks between Washington and New Carrollton, Md., was being held because of weather.

Commuter services are also being affected. Virginia Railway express reports on its website that passengers can expect delays for afternoon and evening service. MARC trains are experiencing 25-30-minute delays.

#### **EQUIPMENT FIRE SUSPENDS RAIL SERVICE ON PART OF NORTHEAST CORRIDOR**

July 1, 2019, Railway Track & Structures - Service on Amtrak's Northeast Corridor between the Trenton and Jersey Avenue stations in New Jersey was suspended July 1 because of a fire aboard an Amtrak work train located not far from Hamilton Station, just east of Trenton. Commuters on both NJ Transit and Amtrak were delayed nearly two hours as a result of the Amtrak maintenance car fire in Hamilton, New Jersey. Fortunately, there were no injuries resulting from the fire.

Train service was resumed at 5:15 pm EDT, but the nearly

two-hour delay caused major disruption for commuters that lasted for hours into Monday night.



PHOTO - HAMILTON TOWNSHIP PROFESSIONAL FIREFIGHTERS VIA NJ.COM



#### **CSX SUES SWITCHING RAILROAD, SAYING OVERLOADED CARS CAUSED DERAILMENTS**

PHILADELPHIA, July 5, 2019, Trains News Wire — CSX Transportation has filed suit in federal court against Hainesport Industrial Railroad LLC, claiming the New Jersey company overloaded hopper cars it delivered to CSX and those cars caused two trains to derail at the same location 11 days apart.

According to court documents, CSX took delivery of railcars from Hainesport Industrial Railroad in October 2017 which were loaded with construction and debris material, and the cars derailed at milepost BFF 0.5 in Philadelphia. The first derailment took place on or about Oct. 7, 2017, court document say, and the second derailment occurred Oct. 18. CSX claims in the lawsuit that the cars were overloaded and caused the derailments.

The Oct. 18 derailment resulted in an emergency response. The Hainesport car, one of three which derailed, overturned and spilled its load. NBC Philadelphia reported that fire crews sprayed water on the debris spilled from the Hainesport car because it was believed the load had caught fire, but a subsequent investigation determined there was no fire, just steam rising from the load.

According to the lawsuit, representatives from CSX met with representatives from Hainesport Industrial Railroad to discuss the derailments and Hainesport President Ron Bridges, during the meeting with CSX, agreed that

the cars were overloaded. The lawsuit also claims that Hainesport "failed to maintain equipment it used to weigh its railcars before tendering them to CSX" for shipment" and that "Hainesport's procedure for weighing railcars prior to tendering them to CSX was not designed to accurately ascertain the true weight of the railcars."

The lawsuit contends Hainesport was required to abide by standards set forth by CSX in regard to the loading of railcars. Hainesport, the lawsuit said, failed to follow those standards, and the derailments resulted from that failure.

"Hainesport owed a duty to the public and rail carriers, such as CSX, to ensure its railcars were reasonably safe and properly loaded to prevent derailment while being transported," the lawsuit says. "Hainesport breached its duty to CSX by failing to take precautions to prevent overloading railcars, failing to properly load and weigh railcars and failing to operate in a safe or workmanlike manner."

CSX also claims "Hainesport's failure to ensure the accuracy of the weights it represented to CSX was willful, wanton or reckless."

The lawsuit says CSX determined it suffered damages in the amount of \$165,480.11, and that Hainesport has either failed, or refused to pay for the damage CSX determined it suffered.

Hainesport Industrial Railroad, a 2-mile switching railroad, is located in Hainesport, N.J., about 20 miles east of Philadelphia. It is part of the privately held Hainesport Transportation Group, which focuses on waste transfer and transportation.

#### **CLOSURE OF EAST COAST'S LARGEST REFINERY TO HIT BNSF AND CSX CRUDE OIL VOLUMES**

PHILADELPHIA, June 28, 2019, Trains News Wire — The pending closure of the Philadelphia Energy Solutions refinery will put a dent in crude oil traffic on BNSF Railway and CSX Transportation.

The refinery, which suffered damage in a massive fire last week, is the largest on the East Coast. The refinery's owners announced this week that the 153-year-old complex along the Schuylkill River would be shut down.

The Philadelphia refinery received unit trains of crude oil that originated on BNSF in the Bakken oil field of North Dakota and were interchanged with CSX in Chicago.

Petroleum and petroleum products traffic on CSX, the category that includes crude oil, was up nearly 14% this year through June 22, according to Association of American Railroads data. BNSF is the largest hauler of crude in the U.S.

The refinery, which dates to 1870 on a site that has been used to store refined products since 1866, was capable of receiving two 120-car unit trains per day. The 140,000 barrel capacity of two trains represented 40% of the refinery's capacity of 335,000 barrels per day.

In 2013, Philadelphia Energy Solutions spent \$186 million to build a rail terminal that includes 5.6 miles of track and a high-speed unloader. Pennsylvania contributed \$25 million to the project.

At the time of the first crude-by-rail boom, the refinery was the largest single destination for oil produced in North Dakota.

The rail unloading terminal was built just a year after the refinery complex emerged from bankruptcy under new ownership, a partnership between The Carlyle Group and Sunoco.

Last August, Philadelphia Energy Solutions emerged from a financial restructuring after which Credit Suisse Asset Management and Bardin Hill became majority owners and took control of the business. The Carlyle Group, Energy Transfer Partners and other investors own a minority stake.

"The recent fire at the refinery complex has made it impossible for us to continue operations. We are grateful that the fire resulted in only a few minor injuries," Philadelphia Energy Solutions CEO Mark Smith said in a statement. "We are committed to an orderly process to safely wind down our operations."

Energy analysts were not surprised by the decision to close the refinery, which had slim profit margins and was not particularly sophisticated.

#### **BALTIMORE FLOODING PROMPTS CSX TO RE-ROUTE TROPICANA TRAFFIC NEAR LAKE ERIE**

ERIE, Pa., July 11, 2019, Trains News Wire — Flooding combined with a water main break and reports of a minor derailment inside the Baltimore Tunnel near Howard Street in Baltimore caused the railroad to shut down operations there through Monday prompting several trains to be rerouted around the system into Wednesday. Among the trains affected were Q032, which handles the westbound Tropicana car movements through the area.

This train handles the Florida to New Jersey loaded cars to the juice factory in Kearny, N.J. The rerouted train operated through the former New York Central Chicago main via Buffalo and Selkirk, N.Y., and down the River Line. The counterpart empties were handled on a reroute from Selkirk in the morning. In all 5 trains were rerouted through Ohio, Pennsylvania, and New York due to the closure.

Operations returned to normal on July 11 as city officials stepped in to fix the break. The flooding also closed the nearby MARC line in Baltimore.



#### **NORFOLK SOUTHERN PSR-BASED MERCHANDISE NETWORK CHANGES BEGIN JUNE 28**

NORFOLK, Va., June 27, 2019, Trains News Wire — Norfolk Southern will begin rolling out its new TOP21 operating plan on Friday, June 28.

“The first phase of train plan changes in TOP21 predominantly affects the merchandise service,” NS says in a service alert. “While these changes are not expected to result in service disruptions, NS will have an internal command center in place for implementation to ensure a smooth roll out and timely communication of any issues.”

The TOP21 plan, based on the principles of Precision Scheduled Railroading, will ultimately affect Norfolk Southern’s merchandise, automotive, and bulk networks. Its intermodal network will get a make over next year.

“When you really cut through it all, the essence of TOP21 is run longer, heavier trains – and fewer of them,” CEO Jim Squires told an investor conference earlier this month. “So we will see train starts come down and train lengths and weights increase.”

Also part of the plan: Greater use of distributed power, which will help move longer trains more efficiently.

NS told customers that they may see a change in estimated arrival times for freight cars that were waybilled prior to June 30. Cars waybilled after June 30 will receive a “TOP21 trip plan,” NS says, with no changes anticipated to their ETAs.

TOP21 will bring traffic increases to some areas of the NS system, including Harrisburg, Pa.; Elkhart, Ind.; and Chattanooga, Tenn. In some locations, NS turned on the new plan early.

“We anticipate heavier traffic volumes into and out of Harrisburg. Seeing that coming, believing that we had the capability to handle those increased traffic flows already, we went ahead and implemented that node in the TOP21 plan,” Squires said earlier this month. “So we’ve been sort of easing our way into it at certain locations. The big trigger will be in July.”

The TOP21 plan builds on the “clean sheeting” work NS did over the past 18 months to redesign terminal and local operations across the system.

Clean sheeting and TOP21 de-emphasize the use of major terminals in favor of pre-blocking at customer locations and local service yards. The new operating plan relies more on trains block-swapping en route to minimize intermediate switching, which can reduce transit time and improve service reliability.

Clean-sheeting has dramatically reduced terminal dwell on NS. Last week, dwell averaged 17.8 hours, down 38% from the second-quarter average from 2018, according to Association of American Railroads data.

Improving terminal operations also helped boost average train speeds by reducing congestion in and around yards. Last week average velocity was 22.1 mph, up 20% from the average speed in the second quarter of 2018.

NS expects the TOP21 plan to contribute to additional improvements in average velocity since traffic will be moving on fewer trains, which reduces meets between terminals.

The railroad announced details about its PSR-based operating plan during an investor day in February, including changes to local service and its locomotive fleet, amid a drive toward a 60% operating ratio.

#### **NS DERAILMENT IN SWAMP SPARKS ENVIRONMENTAL CONCERNS**

CHESAPEAKE, Va., June 27, 2019, Trains News Wire — Amtrak has restored service to and from Norfolk, Va., today after it was suspended following a Tuesday, June 25 Norfolk Southern derailment, but that derailment has raised environmental concerns.

Thirty-six cars of a coal train derailed into the Great Dismal Swamp National Refuge early Tuesday. The manager of the refuge, Chris Lowie, told the *Associated Press* “there’s not grave concern, but there is concern” about risk to the refuge’s wildlife. The greater concern, he indicated, is with the swamp’s peat soil, consisting of partially decomposed plant growth that has accumulated over centuries. It could be damaged as NS removes the coal.

“Norfolk Southern is confident they can clean this up,” Lowie told the AP. “They’ve had coal spills before. The difference here is the peat soil. You can’t just dig a hole in the ground and fill it back up with dirt and say it’s restored.”

Just reaching the site is challenging; with no nearby public roads, cleanup crews are using old logging roads.

#### **NS CREWS CLEAR HORSESHOE CURVE DERAILMENT**

ALTOONA, PA., July 7, 2019, Greg Bock, Staff Write, Altoona Mirror - Norfolk Southern crews worked to clean up the derailment of 11 cars of westbound mixed-freight train 34A on the Horseshoe Curve National Historic Landmark on Saturday. Eight of the 11 derailed cars were on their side, blocking a second track on the curve.

Crews worked Saturday to cleanup a derailment near the Horseshoe Curve. There were no injuries in Friday’s derailment of 11 cars at 8:40 p.m. and, on Saturday, Norfolk Southern crews continued the task of clearing the tracks, according to a spokesman for Norfolk Southern.

“According to preliminary reports, the 11 rail cars that derailed were all empty and eight of 11 were on their sides,” Norfolk Southern spokesman Rachel McDonnell Bradshaw said on Saturday. “No hazmat was involved in the incident.”

The cause of the derailment is under investigation.

The mixed-freight train was headed to Conway, Beaver County, from Allentown, Lehigh County, McDonnell Bradshaw said.

Trucks that had brought in heavy equipment lined Veterans Memorial Highway and cars packed the parking lot of Horseshoe Curve National Historic Landmark visitor’s center, with the derailment bringing at least some of the visitors out to the landmark.

#### **SQUIRES ‘PLEASED’ WITH NS OPERATIONS CHANGES**

*NS CEO outlines benefits of operations changes that are similar to Precision Scheduled Railroading*

LAKE GENEVA, Wis., July 16, 2019, Trains News Wire — Norfolk Southern is looking ahead with its newly implemented TOP21 operations plan, in use now for less than a month. The comments come from NS CEO James Squires at the summer meeting of the Midwest Association of Rail Shippers at the Grand Geneva Resort.

“I think it’s going well so far in Norfolk Southern’s case,” Squires says. “I wish we had started down this path sooner.”

Squires says that the new NS operating plan, its version of "Precision Scheduled Railroading," is focused on service, efficiency, and growth.

He says the company had the "benefit of observing PSR from the sidelines," and "gained a unique understanding, a belief of how we can do PSR right, do it our way."

Prior to rolling out its operating changes this summer, NS hosted 18 town hall meetings with customers and marketing teams. One month prior, the railroad provided customers with lane-by-lane analysis of upcoming changes.

"I'm pleased at how seamless the switchover has been for customers," Squires says. "More than 80 percent of carloads in our merchandise network have different trip plans" compared with before the new operations plan. He says it enables the company to do more with less.

Squires says freight cars on line are down 18%, shipment consistency is improved 71%, terminal dwell times are down 39%, and customer volumes are up 77% for customers served six days a week or more. That translates to 30,000 fewer freight cars needed in 2019 than in 2018. The resulting surplus can be used to support traffic growth, he says. The railroad has stored more than 600 locomotives in past six months because of the better utilization.

"We appreciate, very much, your spirit of collaboration with us," Squires says, noting that PSR has brought "urgency and discipline to operations."

Addressing a question from the audience, Squires notes the company is "taking a look at" its demurrage policy after customer complaints.

However, Squires says he believes that better equipment usage and increased velocity is in everybody's best interest.

Regarding the economy, the company is "looking for a resumption of growth in the second half," noting that the "economy is fundamentally sound."



### VIRGIN TRAINS BREAKS GROUND ON ORLANDO PASSENGER-RAIL LINE

ORLANDO, FL., June 25, 2019, Progressive Railroading - Virgin Trains USA officially broke ground June 24 on an extension of its privately funded passenger-rail line from West Palm Beach to Orlando, Florida.

Formerly Brightline, Virgin Trains is developing 170 miles of new track into the completed intermodal facility located in the new South Terminal at Orlando International Airport as part of the second phase of the expansion into central Florida.



**A RENDERING OF THE VIRGIN TRAINS STATION AT ORLANDO INTERNATIONAL AIRPORT PHOTO – VIRGIN TRAINS USA**

Construction on the infrastructure project, which began a month ago, encompasses four zones, including the Orlando airport area and Virgin Trains maintenance facility, Virgin Trains officials said in a press release.

The project calls for the use of 225 million pounds of U.S. steel, the laying of 490,000 ties, and transport of 2.35 million tons of granite and limestone by 20,000 rail cars. In addition, 2 million spikes and bolts will be installed over the next 36 months.

The groundbreaking ceremony held in Orlando marked a "milestone on the path to reinvent passenger rail in America and clearly demonstrates the leadership role that the private sector can play in revitalizing our nation's infrastructure," said Wes Edens, Virgin Trains chairman and co-founder of Fortress Investment Group.

"Virgin Trains service between Orlando and Miami will launch an American passenger rail renaissance," he added. "We expect that this will be the first

of many passenger lines in the U.S. that follow this model for connecting city pairs that are too close to fly and too far to drive."

Expansion between Orlando and south Florida represents a total private investment of \$4 billion, Virgin Trains officials said. In September 2018, Virgin Trains additionally announced plans to construct and operate a new service connecting Las Vegas and Southern California.

The new rail line into Orlando expands the passenger-rail service that Brightline built from Miami to Fort Lauderdale and then on to West Palm Beach. The company's original plan called for rail service to be extended to Orlando's airport. Last year, Virgin Trains and Brightline announced a strategic partnership in which the Brightline name would be rebranded as Virgin Trains USA.



### NJ TRANSIT TRAIN CANCELLATIONS INCREASE AS ENGINEERS REFUSE OVERTIME WORK

NEWARK, N.J., June 26, 2019, Trains News Wire — NJ Transit commuter train engineers are refusing to work overtime on scheduled days off, leading to more cancelled trains.

NJ.com reports that the move is in protest of a contract violation. James P. Brown, general chairman for the Brotherhood of Locomotive Engineers NJ Transit Local, told the news organization that NJ Transit had offered selected workers extra money to work special events. "It is a violation [because] it must be offered to all," Brown said. "... NJ Transit has chosen to violate the collective bargaining agreement. This is [by] individuals who are fed up with the contract violations."

NJ Transit spokesman Nancy Snyder disagreed, saying the agency adhered to the contract and that under the agreement, "there is a formal process in place to resolve disputes."

The engineers' move has a significant impact because NJ Transit continues to have a shortage of qualified engineers, an issue it is trying to address with increased training of new hires. But that training program can take up to 20 months.

### NEW JERSEY GOVERNOR TOUTS NJ TRANSIT IMPROVEMENTS

SECAUCUS, N.J., June 28, 2019, Trains News Wire — New Jersey Gov. Phil Murphy joined NJ Transit President and CEO Kevin Corbett and state Department of Transportation Commissioner Diane Gutierrez-Scaccetti Thursday at a press conference to note progress in improving NJ Transit service since Murphy took office.

Murphy noted he had arrived at the Secaucus station named for the late Sen. Frank Lautenberg by NJ Transit train No. 3240: "It was on time. It was a wonderful experience. It was unannounced. It was not rigged." The governor said increased funding, engineer recruitment, and renewed attention to customer experience have led to a reduction in cancellations and improvement in on-time performance; he also announced there will be no fare increase for NJ Transit service this year.

NJ Transit has seen a 47 percent decrease in train cancellations in the first three months of 2019, compared to the first quarter of 2018. Work to improve the agency has included:

- A proposed \$150 million increase in funding in the fiscal 2020 budget.
  - \$31 million in investments by NJ Transit and Amtrak to improve Northeast Corridor rail infrastructure between the Portal Bridge, near Secaucus, to Trenton. That includes track and platform work in progress at Amtrak's Newark Penn Station.
  - Recruitment of more than 100 train engineers to address the shortage that existed when Gov. Murphy was inaugurated. The first class of new engineers has graduated, with the second slated to graduate in October and the third in November.
  - The creation of a Customer Advocate and Chief Customer Experience Officer, with Stewart Mader filling the position.
- "This is only the beginning," Corbett said. "We will continue to maximize



our resources to improve the customer experience and deliver the services customers depend on.”

This summer may test NJ Transit’s progress.

Amtrak’s Infrastructure Renewal program at New York Penn Station started on June 28 and will last until Sept. 2, affecting NJ Transit’s schedules as well as those of Amtrak and the Long Island Rail Road. NJ Transit engineers have also been refusing to work overtime to cover vacations for others, which has caused trains to be cancelled last July and August.



### **SEPTA COMMITS \$34 MILLION TO BUILD NEW ARDMORE TRAIN STATION**

by Jason Laughlin, *The Philadelphia Inquirer*

Updated: June 28, 2019

A new, \$34.2 million train station in Ardmore could be open by 2022, SEPTA authorities said Thursday, June 27.



**AN ARTIST'S RENDERING SHOWS SEPTA'S PLAN FOR A NEW TRAIN STATION IN ARDMORE**

Work is expected to begin this fall, SEPTA said, and will take 2½ years to complete. When it's done, the modest station now in place along the tracks near Lancaster Avenue (a one-story brick structure built in 1957 by the

Pennsylvania Railroad to replace a previous station that had been destroyed by fire - Trains News Wire) will be gone, replaced by a wheelchair-accessible station with shelters and canopies along the tracks, raised platforms, and the groundwork for a new parking garage. About 900 Regional Rail riders board in Ardmore each workday. The station is served by Amtrak and four bus lines.

“It’s a high-ridership station,” said Rich Burnfield, SEPTA’s deputy general manager and treasurer.

The construction will displace parking spaces near the station, SEPTA officials said, but the agency is in negotiations with an adjacent property owner to make space for people driving to the station. There will also be additional parking spots secured for SEPTA riders at the Wynnewood Shopping Center near the Wynnewood station.

Though it is not included in the current plan, SEPTA intends to eventually build a 500-spot garage adjacent to the station. The full renovation is expected to cost about \$62 million, with \$5.8 million coming from federal dollars.

At Thursday’s board meeting, the primary contract of \$30 million for the Ardmore station went to Neshaminy Constructors Inc., which previously worked on reconstructing the Market-Frankford El, according to the Feasterville company’s website. Five Star Inc. of West Chester and Phillips Brothers Electrical Contractors Inc. of Glenmoore also received contracts.

Also Thursday, SEPTA’s board made adjustments to two significant ongoing projects. The arrival of 45 new Regional Rail cars is being delayed for six months to sometime in 2020. The manufacturer, CRRC MA Corp., has fallen behind on production, SEPTA officials said, and the company and agency negotiated a six-month grace period in exchange for some changes to the welding on the cars’ shells and a guarantee that CRRC would shift the manufacture of two test cars from Springfield, Mass., to China, where they can be finished more quickly. SEPTA wants time to put the test cars through trials before the full order of vehicles arrives.

The now-\$138 million contract (up slightly from the original \$137.5 million awarded in 2017) was supposed to result in the first of the new cars arriving in Philadelphia in 2019. The latest delay did not increase the cost of the cars. The full order of cars should be in SEPTA’s possession by April 2021.

CRRC’s American offices are in Massachusetts, but its parent company is China Railway Rolling Stock Corp., which is seeking to enter this country’s rail car market. It offered to build the new bi-level cars for \$34 million less than the nearest competitor. That competitor, Bombardier, warned SEPTA in 2017 that the price might be offset by the risk of turning to an untested manufacturer.

The company has also been the subject of scrutiny from Senate Minority Leader Chuck Schumer, *The Associated Press* reported, who has said having high-tech rail cars built by a company owned by the Chinese government could expose the American rail system to cyberattacks or espionage. Schumer called for a Commerce Department investigation in May. A spokesperson from CRRC said security concerns were misplaced.

SEPTA’s board also ordered all its Key card kiosks on transit lines, 52 in all, be upgraded to accept cash. The work should be done by July 8.

Some of the card-dispensing kiosks accept only credit and debit cards, which has been cited as an obstacle to lower income Philadelphians using public transportation. Philadelphia recently passed an ordinance requiring all private businesses in the city to accept cash, but it is unclear whether SEPTA, a multi-county agency, is beholden to that law.

The change to the contract with Conduent will cost \$1.1 million, and also covers the purchase of equipment. The SEPTA Key contract has now grown to \$173.3 million, about \$51 million more than when it was approved in 2011.



### **DELAWARE-LACKAWANNA NAMED NS 'SHORT LINE OF THE YEAR'**

SCRANTON, Pa., June 24, 2019, Trains News Wire — Genesee Valley Transportation Co.’s Delaware-Lackawanna Railroad has been named

Norfolk Southern’s Short Line of the Year.

Delaware-Lackawanna operates over former Delaware & Hudson and ex-Delaware, Lackawanna & Western tracks now owned by the Pennsylvania Northeast Regional Railroad Authority. Earlier this year, it also earned the American Short Line and Regional Railroad Association’s 2019 Business Development Award.

The authority’s president, Larry Malski, says in a statement that carloads on its trackage have increased 29% in the first four months of 2019.

Norfolk Southern cited Delaware-Lackawanna’s operational and business development teams “for conscientious customer service and a commitment to growth,” according to information provided by Genesee Valley Transportation.

Mike Moen, NS Senior Short Line Development Manager says, “Our partnership with the Delaware-Lackawanna railroad has resulted in significant growth across multiple commodities and service improvements for both manifest and unit trains ... and contributed to a more efficient interchange and improved service offering for our mutual customers.”

## **THIS MONTH ON THE PENNSY**

### **PRR, PRSL & LIRR EVENTS IN AUGUST**

**Aug. 3, 1903** - Northbound elevated tracks open through downtown Chester, Pa.

**Aug. 10, 1908** - Cornerstone of Penn Station laid at 33rd Street & 7th Avenue without ceremony; a small box of contemporary newspapers and reports is placed in the cornerstone.

**Aug. 1, 1913** - New parcel room opens in Washington Union Station made by flooring over a well in the baggage checking room.

**Aug. 20, 1918** - 60th Street Branch opens from South 58th Street to Hog Island in southwest Philadelphia (4.54 miles).





**Saturday-Sunday, Sept. 14-22, 2019** - Day Out with Thomas - With Percy!

**Friday-Monday, Sept. 27-30, 2019** - N&W Railway Steam Reunion

**Friday-Monday, Oct. 4-7, 2019** - Railfan Photography Extravaganza

**Saturday, Oct. 12, 2019** - The Great Train Robbery

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

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

**Friday-Sunday, Oct. 25-27, 2019** - Thomas, Mavis & the Strasburg Spooktacular

**Saturday-Sunday, Oct. 26-27, 2019** - At the Throttle of N&W Steam



### **JULY, 2019** **CHAPTER MEETING MINUTES**

The "AWAY" Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Columbia & Reading Railway Yard, Columbia, Pa. on Monday, July 15, 2019. The meeting was called to order at 7:45 p.m. by President Tom Shenk with 30 chapter members and 4 guests. Guests at tonight's Chapter Meeting were: Charlie & Patti Webb, Bruce Allison, Steve and Linda Himpf's granddaughter, Katelyn. The Chapter would like to thank our host, Earl Fettonberger for the tour of the Railway Yard.

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

**CHAPLAIN REPORT:** On behalf of the Chapter, Doris Geesey sent a card to Bob Hess, who is having some medical issues, and a Get Well card to Pastor Ivan Straw.

**IMPORTANT DATES:** Tom Shenk announced these upcoming dates: Sunday, September 15, will be the Chapter's Annual Picnic. Pork BBQ will be served instead of chicken. The Picnic will be at 3:00 p.m. Drinks and the BBQ will be provided by the Chapter. Chapter members should bring their own plates, cups, silverware and a covered dish to share. **For BOARD MEMBERS there will be a BOARD MEETING starting at 2:00 p.m., before the picnic meal.** Monday, October 21, will be a Regular Chapter Meeting at the Christiana Freight Station. John Brown will give the program on the "Columbia & Reading Railroad." Friday, November 22, will be the Annual Chapter Banquet. The Banquet will be held at the Bird-in-Hand Restaurant.

**IMPORTANT CHAPTER MEETING DATE CHANGE:** The Monday, August 19 "Ride the Rails" Chapter Membership Meeting at the STRASBURG RAIL ROAD is changed to SUNDAY, AUGUST 18. The Strasburg Rail Road does not run their train at 7 p.m. anymore over the summer. The Chapter will ride the 4:00 P.M. train on SUNDAY, AUGUST 18. Come early and get your tickets for only \$5.00 on this day only. The Chapter Membership Meeting will be held after the train ride. The Chapter has tickets to sell all year at \$8.00 a ticket.

**ANNOUNCEMENTS:** Helen Shaak announced the chapter membership has a computer for use by the Chapter.

**ADJOURNMENT:** The meeting was adjourned at 7:55 p.m.

*Respectfully submitted by Donetta M. Eberly, Secretary*



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

#### **GENESEE & WYOMING SOLD IN \$8.4 BILLION DEAL**

**Brookfield**  
Infrastructure Partners



DARIEN, Conn., July 1, 2019, *Trains News Wire* — Genesee & Wyoming, North

America's largest shortline holding company, is being purchased for \$8.4 billion.

The acquisition, for \$112 per share by Brookfield Infrastructure, was announced shortly before 7 a.m. EDT today. The deal will result in G&W becoming a privately held company.

"We believe this transaction is an excellent outcome for all G&W stakeholders," said Jack Hellmann, G&W Chairman and Chief Executive Officer, in a press release. "For our current stockholders, the sale price realizes significant value and represents a 39.5% premium to our March 8th share price. And for long-term investors who have owned our shares for the past two decades, the sale price represents a return of more than 5,400%." Genesee & Wyoming owns 120 shortline railroads, 114 in North America, with additional operations in Europe and Australia. Its North American railroads serve 41 states and four Canadian provinces and have over 13,000 track-miles

Brookfield Infrastructure, based in Toronto, owns utility, transportation, and energy assets including electric transmission and telecommunication lines, pipelines, ports, and toll roads. On its website, the company says it invests in "infrastructure assets that deliver essential goods and services" and that it currently manages over \$65 billion in assets.



#### **GROUNDBREAKING MARKS START OF WORK ON MBTA'S SOUTH COAST EXTENSION**

FREETOWN, Mass., July 3, 2019, *Trains News Wire* — Massachusetts Gov. Charlie Baker was among more than 40 politicians and government officials on hand Tuesday as the Massachusetts Bay Transportation Authority held a groundbreaking ceremony for its long-awaited South Coast Rail expansion project.

The project has been discussed for more than 25 years, and this was not the first time ground has been broken for the work to extend MBTA service to Fall River and New Bedford, Mass., the *Providence Journal* reports. But Baker noted that this time, the groundbreaking came as the extension has full funding and a completed construction plan.

"Those are really the two big things it didn't have before," Baker told the paper. "... And that basically guarantees it's going to happen." The state's five-year capital plan has allocated \$1 billion in funding for the project.

The project will require reconstruction of 17.3 miles of track and upgrading of 7.1 miles of existing track, as well as the building of six stations and two layover facilities. Service is projected to begin in 2023.



#### **WESTERN MARYLAND 1309 RESTORATION UPDATE: CRANES ON THE HORIZON**

RIDGELEY, W.Va., June 25, 2019, *Trains News Wire* — The long and twisting restoration of 2-6-6-2 No. 1309 at Western Maryland Scenic Railroad may finally be nearing a successful conclusion, punctuated with the dramatic setting of the 100-ton boiler and frame onto the wheels in the coming weeks.

Executive Director John Garner gave *Trains Newswire* today this rundown on work to revive the last steam locomotive made by iconic steam locomotive manufacturer Baldwin in 1949 for domestic use, and when completed, the world's largest operating compound Mallet:

- Spring rigging on front and rear engines is finished.
- Boring of intercepting and compounding valve is done.
- All shoes and wedges machined and installed in frame.
- Both cross-compound air pumps rebuilt and ready to install.
- Electrical system, including temperature sensors for main bearings, 90% complete.
- Lubrication system 75% complete.
- Driving boxes and hub liners for rear engine complete.
- Front engine boxes and hub liners nearing completion.

Contractor Gary Bensman adds that piston rings from all four cylinders will be replaced with new since the original bronze segments were stolen and scrapped. The valve gear on the high pressure (rear) engine is being completely rebuilt with new pins and bushings.

All the recently machined driving box crown brasses are being hand fitted to ensure proper clearances on the axle bearings.

This is in addition to a completed boiler that has been steamed twice, a backhead, a new cab, and a new tender. But the next big milestone — reuniting the boiler and frame with the driving wheels — is on the horizon once all of the prep work is done.

The crane move to set the engine on its on its two sets of 56-inch diameter wheels was delayed for most of the spring because of parts production problems at machine shops. Bensman says he is working with a crane company, the Belt Group of Cumberland, Md., that is donating its services to set the locomotive on both the front and rear engines on the same day. "It will give us the flexibility needed to get that front engine mated in there properly," he said in a text message.

Bensman explains the crane procedure that will make the engine whole again: "The rear crane will sling at the front of the throat sheet and will have 85% of the lift. The front crane will sling at the front flue sheet." The rear of the locomotive weighs much more now than when it was unloaded with the cab, grates, ashpan, and other items installed during the work. Once the boiler and frame are back together, final reassembly can follow.

The \$2.7 million restoration has been beset by funding issues, parts theft by an employee, abrupt personnel changes, missed deadlines, and other missteps over the last five years since its acquisition in 2014. But the contractor and the railroad have kept it lurching forward, despite obstacle after obstacle. The locomotive last operated in 1956, and its return to service at Western Maryland Scenic is seen as a potential breakthrough for the tourist railroad that has suffered from a host of issues unrelated to the locomotive, including a problematic landslide area near Frostburg. Restored, No. 1309 will be the only articulated in regular operation in the Eastern U.S., and the world's largest operating compound Mallet — that is a locomotive that uses its steam twice to drive two sets of cylinders. Its new home is a 17-mile mountain railroad including the famous Western Maryland Railway location known as Helmstetter's Curve, and its new Appalachian location is not far from its Chesapeake & Ohio roots in the coalfields of West Virginia.

But right now there is still work to be done, and that's evident when you talk to the railroad and project managers who have weathered the project's many ups and downs and are eager to see it finished.

"We won't announce a completion date or set an inaugural trip until after we have an operating locomotive," Garner says. "We are eager to get the engine into operation, but we want to do the restoration right, break in the engine, and present it so that it is safe and reliable. That's our goal, and we're sticking to it."

He says that local support is coming from Allegany County and the cities of Cumberland and Frostburg to prepare the tracks for No. 1309. The three entities are providing \$90,000 for tie replacement.

**THIS MONTH'S BANNER PHOTO**

PRR Class MP54E5 MU car No. 647 at Media, Pa. in February, 1960.

**OPERATION LIFESAVER REMINDS YOU...**




**LANCASTER CHAPTER**  
**"RIDE THE RAILS"**  
**MEMBERSHIP MEETING**

**NOTE THE DATE/TIME CHANGE**  
**SUNDAY, AUGUST 18, 2019, 3:00 PM**  
**AT THE STRASBURG RAIL ROAD**  
**ROUTE 741, EAST**  
**STRASBURG, PA 17579**  
**GPS: 301 GAP ROAD, RONKS, PA 17572**

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

Arrive early at the Strasburg Rail Road station to board the 4:00 PM train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in one of the coaches. Restrooms will be available at the station and the shops and restaurant will close 15 minutes after the train returns to Strasburg.

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

Everyone will need a ticket to ride the train. Tickets will be available from Tom or Steve starting at 3:00 PM.

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

**BOMBARDIER** **BOMBARDIER TO LAY OFF 550 IN RAILROAD MANUFACTURING ARM**

the evolution of mobility THUNDER BAY, Ontario, July 16, 2019, Trains News Wire — Bombardier will lay off 550 workers from its Thunder Bay plant — half of the workforce — effective Nov.4, the company announced last week.

A Bombardier spokesman said the layoffs reflect the "cyclical nature" of the railcar business and the completion of major contracts for Go Transit and the Toronto Transit Commission, the Canadian Broadcasting Corp. reported.

A Bombardier news release also said the Buy America provision in U.S. federal funding for transportation projects was also a factor, according to a subsequent CBC report, company officials said they had "no choice" but to move some manufacturing to the U.S. and establish a U.S. supply chain.





## ***"INSIDE THE BACK PAGE"***

### **UPCOMING LANCASTER CHAPTER ACTIVITIES**

**AUGUST 18, 2019** - SUNDAY, 3:00 PM - STRASBURG RAIL ROAD - "RIDE THE RAILS" CHAPTER MEETING

**SEPTEMBER 15, 2019** - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC  
CHAPTER BOARD MEETING AT 2:00 PM PRIOR TO THE 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 22, 2019** - FRIDAY, 6:00 PM - BIRD-IN-HAND RESTAURANT - ANNUAL CHAPTER BANQUET

**DECEMBER, 2019** - SATURDAY & SUNDAY - CHRISTIANA FREIGHT STATION - CHRISTMAS OPEN HOUSE

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

## **THIS MONTH IN LANCASTER CHAPTER HISTORY** **34 YEARS AGO - AUGUST 23, 1985**



ATLANTIC No. 7002 and AMERICAN No. 1223 PAUSE AT CONRAIL'S ROCKVILLE TOWER DURING THE NATIONAL RAILWAY HISTORICAL SOCIETY'S CONVENTION SPECIAL ON AUGUST 23, 1985. BOTH FORMER PENNSYLVANIA RAILROAD STEAM LOCOMOTIVES WERE LEASED BY THE STRASBURG RAIL ROAD FROM THE RAILROAD MUSEUM OF PENNSYLVANIA  
PHOTO BY FRANK FERGUSON FROM AN AUDIO-VISUAL DESIGNS POSTCARD. A STUNNING SCENE NEVER TO BE REPEATED!



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**CHAPTER MEMBERSHIP MEETING**

**LANCASTER CHAPTER, INC., N.R.H.S.**

**“RIDE THE RAILS” CHAPTER MEETING**

**STRASBURG RAIL ROAD**

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

**SUNDAY, AUGUST 18, 2019, STARTING AT 3:00 PM**

**RIDING THE 4:00 PM TRAIN**

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



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**PLEASE DELIVER PROMPTLY  
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*Forwarding and Address Correction Requested*

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

