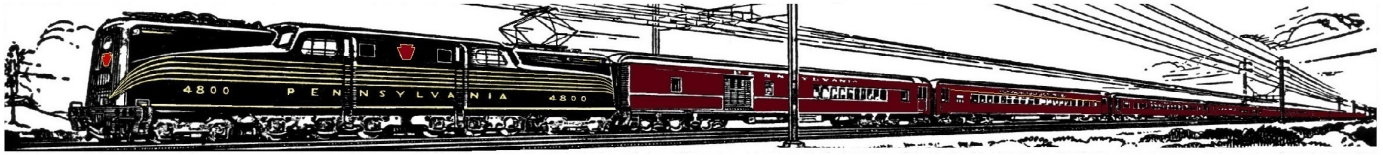


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HOW ACELA TRAINSETS ARE MADE: INSIDE THE ALSTOM FACILITY

WRITTEN BY WILLIAM C. VANTUONO, EDITOR-IN-CHIEF, RAILWAY AGE

RAILWAY AGE AT THE ALSTOM MANUFACTURING FACILITY, HORNELL, N.Y., JUNE 12, 2019: Alstom Transportation is building the next generation of high-speed trainsets for Amtrak's Northeast Corridor Acela Express service. The new equipment is scheduled to enter service sometime in 2021 between Washington, D.C. and Boston.

Amtrak says that this equipment will provide a smoother and more comfortable ride than what it is replacing. Each trainset will have 378 seats, with such amenities as personal power outlets, USB ports and adjustable reading lights. There will be an onboard information system providing real-time information such as location, train speed and conductor announcements. Part of the full ADA accessibility will be spacious restrooms with a 60-inch-diameter turning radius to accommodate people in wheelchairs. Amtrak will be implementing an advance seat reservation system. Food service is described as "contemporary, offering easy access and greater selection."

Twenty-eight of these trainsets are under construction, and Amtrak has created a microsite with photos and facts about the new trainsets. They are much lighter than the current equipment, with 17-metric-ton axle loads. The power cars are constructed of carbon steel; the coaches of aluminum. The trainsets meet FRA Tier III Passenger Equipment Safety Standards; Standards for Alternative Compliance and High-Speed Trainsets.

Here is a close look at this equipment under construction.



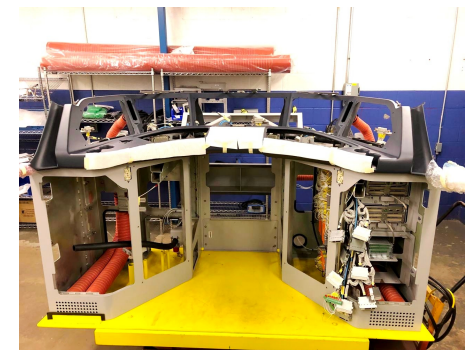
THE NOSE IS SIMILAR IN APPEARANCE TO ALSTOM'S AGV HIGH-SPEED TRAINSET.
(ALL PHOTOS BY WILLIAM C. VANTUONO)



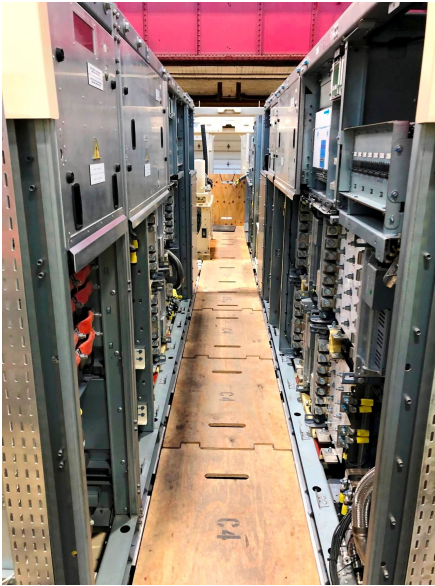
THE TRAINSETS ARE BEING BUILT TO FEDERAL RAILROAD ADMINISTRATION TIER III CRASHWORTHINESS STANDARDS, WITH CEM (CRASH ENERGY MANAGEMENT) TECHNOLOGY. THE PASSENGER COACHES FEATURE OVI (OCCUPIED VOLUME INTEGRITY) CONSTRUCTION, WHEREBY ENERGY TRAVELS THROUGH THE CARBODY STRUCTURE.



POWER CAR UNDER CONSTRUCTION. EACH TRAINSET WILL CONSIST OF TWO POWER CARS (ONE AT EACH END), SEVEN BUSINESS CLASS COACHES, ONE FIRST CLASS COACH AND A CAFÉ CAR. AMTRAK HAS ORDERED 28 TRAINSETS. THEY ARE EXPECTED TO ENTER REVENUE SERVICE ON THE NORTHEAST CORRIDOR BEGINNING IN 2021.



ENGINEER'S CONSOLE UNDER CONSTRUCTION. THE OPERATING POSITION WILL BE CENTERED.



THE POWER CAR ELECTRICAL CABINETS THAT HOUSE TRACTION POWER EQUIPMENT AND OTHER SYSTEMS ARE EASILY ACCESSIBLE BY MAINTENANCE PERSONNEL. THEY ARE CONFIGURED ON BOTH SIDES OF A WIDE CENTER AISLE OCCUPYING MOST OF THE LENGTH OF THE CAR BEHIND THE CAB.



THE TRAINSET IS ARTICULATED, WITH COACHES SHARING A COMMON TRUCK (LIKE THE FRENCH TGV), THEREBY IMPROVING RIDE QUALITY, STABILITY AND SAFETY. BUSINESS CLASS COACHES WILL HAVE GRAY DOORS; FIRST CLASS COACHES WILL HAVE RED DOORS. THE WINDOWS ARE SOMEWHAT TALLER THAN THOSE IN THE EXISTING ACELA EXPRESS EQUIPMENT. THE BLUE AND WHITE LIVERY IS A BIT ON THE RETRO SIDE; IT LOOKS CLOSE TO THE BLUE AND CREAM OF THE FAMOUS CENTRAL RAILROAD OF NEW JERSEY BLUE COMET THAT OPERATED BETWEEN JERSEY CITY AND ATLANTIC CITY IN THE 1930s.



THIS MODEL, ON DISPLAY IN THE ALSTOM OFFICE, SHOWS THE FINAL LIVERY.



THE CAFÉ CARS FEATURE A WIDE LOADING DOOR ON EITHER SIDE. THEY WILL BE EQUIPPED WITH A STAFFED COUNTER, A SELF-SERVICE/Self-PAY AREA, A FEW SMALL TABLES, BUT NO BARSTOOL-STYLE SEATING, LIKE THE CURRENT ACELA EXPRESS HAS. AMTRAK IS ALSO CONSIDERING FOOD CART-STYLE SERVICE, AS IS AVAILABLE ON CANADA'S VIA RAIL AND IN EUROPE.





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2019-2020, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 21, 2019 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 21 meeting, or by placing your name in nomination by writing, before October 1, 2019 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

NOTE: Any candidate for office, whether nominated in advance or at the Regular Chapter Membership Meeting must give his/her consent, in writing, to be a nominee.



'BROADWAY LIMITED' ROLLS AGAIN AS TEMPORARY ADDITION TO AMTRAK'S 'PENNSYLVANIAN'

NEW YORK, July 15, 2019, Trains News Wire — The fabled *Broadway Limited* rolled once more along the former Pennsylvania Railroad main line, if only for the weekend of July 12 to 14 with a special consist of just three cars.

The trio of gold-striped Tuscan-red trio of ex-PRR lightweights delivered by Pullman-Standard in 1949 operated from New York to Pittsburgh as part of Amtrak's *Pennsylvanian*.



FORMER PENNSYLVANIA RAILROAD OBSERVATION CAR FRANK THOMPSON, CARRIED THE TAILSIGN OR DRUMHEAD FOR THE BROADWAY LIMITED FOR A PORTION OF A RECENT TRIP AS PART OF A WEEKEND NEW YORK-PITTSBURGH EXCURSION. THREE FORMER PENNSY STREAMLINED CARS MADE THE JOURNEY COUPLED AS PART OF AMTRAK'S DAILY PENNSYLVANIAN SERVICE. THE THOMPSON CAR IS SHOWN AT THE AMTRAK STATION PLATFORM IN PITTSBURGH - KARL ZIMMERMAN

The cars were:

•*Catalpa Falls*: one of 24 Falls-series 6-double bedroom buffet-lounges. It made its maiden voyage last weekend after 18 years of restoration. The car is owned by the Catalpa Falls Group LLC of San Antonio, Texas, but is based in Philadelphia.

•*Frank Thompson*: a 2-drawing room, 1-compartment, 1-double bedroom observation-lounge. It was one of seven

Presidents-series cars, named for former Pennsy presidents, and that were part of the same order and used on PRR flagships such as the *Liberty Limited*, *Spirit of St. Louis*, and *Cincinnati Limited*. The car is owned by Keystone Pullman Rail Tours.

•*Colonial Crafts*: one of eight Colonial-series 1-drawing room, 3-double bedroom buffet-lounge cars. Bob and Susan Lowe own the car and base it in Philadelphia. Passengers occupied three of the cars' sleeping spaces and the lounges, with those passengers spending the nights off the train at the Omni William Penn Hotel in Pittsburgh.

Meals aboard the cars were culled from *Broadway Limited* menus and included such specialties as a PRR triple decker club sandwich for lunch and breaded pork tenderloin for dinner.

MEAL CHANGES IN STORE FOR 'AUTO TRAIN' PASSENGERS; POSSIBLY OTHER EASTERN AMTRAK TRAINS

WASHINGTON, July 16, 2019, Trains News Wire — Complimentary dinners are on their way out for Auto Train coach passengers. Food prepared onboard may be, as well, on other Amtrak trains in the Eastern U.S.

Starting Jan. 15, 2020, the Auto Train's coach travelers will choose between purchasing meals, snacks, and beverages on board, or buying from food trucks at the stations in Lorton, Va., or Sanford, Fla., "to offer a variety of dining options before their journey begins," according to an Amtrak news release.

Continental breakfasts will continue to be served to all travelers before arrival, and sleeping car passengers' dinners will still be served in their own dining car, with "a new menu and the addition of complementary wine to the dinner service."

Amtrak representative Kimberly Woods tells Trains that the railroad is still working on menus for Auto Train passengers in the sleeping cars.

The announcement says the company intends to expand sleeper accommodations on each train and customers "will notice enhancements such as upgraded towels and bed linens and other pleasantries in each room."

As for other potential changes, the Rail Passengers Association's Hotline reported last week that beginning with Amtrak's new fiscal year on Oct. 1, the New York-Miami Silver Meteor and New York-New Orleans Crescent would switch to the same pre-prepared and boxed meals that were introduced in June 2018 as a replacement for items prepared onboard the Capitol Limited and Lake Shore Limited.

Originally limited to cold food, the menu was later modified to include one hot-meal option.

On both trains, dining cars were restricted to sleeping car passengers, with coach passengers limited to café car meals.

An Amtrak representative declined to confirm whether those changes would take place.

Amtrak did reveal, however that Auto Train coach passengers would no longer have separate dining and lounge/café cars.

Amtrak prohibits outside food to be consumed in Amtrak dining and café cars, so passengers eating from food trucks will likely have to dine in their seats.

CHARGES AGAINST AMTRAK 188 ENGINEER AGAIN DROPPED

PHILADELPHIA, July 23, 2019, Trains News Wire — For a second time, criminal charges have been dropped against the engineer of an Amtrak train involved in a fatal derailment in Philadelphia in 2015.



BRANDON BOSTIAN

Charges against Brandon Bostian, 36, were dropped after Court of Common Pleas Judge Barbara McDermott ruled that the engineer's actions did not rise to the level of criminal recklessness, the Philadelphia Inquirer reports. "The law recognizes we're all human," McDermott said, according to the newspaper. "The law recognizes there is the occasional case where a departure from the rule may be appropriate."

Eight people were killed and more than 150 injured on May 12, 2015, when

Amtrak train No. 188 reached 106 mph, more than twice the posted speed limit, before entering a curve. Bostian was facing 216 counts of reckless endangerment, one count of causing a catastrophe, and eight counts of involuntary manslaughter.

Christopher Phillips, a deputy attorney general with the Pennsylvania Attorney General's Office, indicated the office would appeal the decision.

Responding to a judge's order, the attorney general's office first charged Bostian in May 2017 — days after saying it would not do so. Those charges were dropped in September 2017 by Judge Thomas Gehret But charges were reinstated several months later by Judge Kathryn S. Lewis, who ruled the previous judge had erred and there was sufficient evidence to go to trial.

See *Brandon Bostian Notice of Suspension "Inside The Back Page."*

AMTRAK OFFERS ACELA NONSTOP SERVICE BETWEEN WASHINGTON, D.C. AND NEW YORK CITY

WASHINGTON, July 25, 2019, Amtrak MEDIACENTER – Amtrak today announced the launch of Acela Nonstop, a new offering with direct service between Washington Union Station (WAS) and New York Penn Station (NYP), beginning Monday, Sept. 23, with tickets now available. The initial weekday only schedule includes one southbound (NYP-WAS) and one northbound train (WAS-NYP) per day with an approximate trip time of two hours and 35 minutes. The southbound train will depart NYP at 6:35 a.m. and is scheduled to arrive at WAS around 9:10 a.m. The northbound train will depart WAS at 4:30 p.m., and arrive at NYP around 7:05 p.m.

"The new Acela Nonstop service will have you halfway to your New York City or DC destination in the time it would take you to board a flight," said Amtrak President & CEO Richard Anderson. "This new service will offer an ideal solution for travelers who want to save time and travel between city center DC and New York."

Amtrak is finalizing details on new amenities, which will be announced closer to the launch date. In addition, the standard Quiet Car, Café Car and First Class services will be offered on Acela Nonstop so customers will not miss any of the popular features available on current Acela service.

The Acela Nonstop service comes in advance of the 2021 launch of brand-new Acela trainsets. The next generation of Acela trains, which are also expected to offer nonstop service between Washington and New York and New York and Boston, are being assembled at Alstom's facility in Hornell, New York, and will begin initial testing later this year and into 2020.

While the Acela Nonstop is currently only available once per day between NYP and WAS, Amtrak will be weighing potential expansion in terms of location and frequency. In its 2018 Fiscal Year, NYP and WAS were Amtrak's top two busiest stations across the national network.



CSX TRANSPORTATION REDUCES FULL-YEAR REVENUE OUTLOOK AS VOLUME DECLINES

JACKSONVILLE, Fla., July 17, 2019, Trains News Wire — CSX Transportation reduced its full-year revenue

outlook on Tuesday after revenue and traffic volumes came in lower than expected for the second quarter.

The railroad, which had been projecting low single-digit revenue growth, now expects revenue to decline by 1% to 2% this year. CSX did not change its target for a sub-60% operating ratio or capital spending of between \$1.6 billion and \$1.7 billion.

"Both global and U.S. economic conditions had been unusual this year, to say the least, and have impacted our volumes. You see it every week in our reported carloads. The present economic backdrop is one of the most puzzling I have experienced in my career," CEO Jim Foote says.

The railroad's new outlook reflects slowing merchandise volume levels, which include a crude-by-rail headwind due to last month's fire-related closure of the Philadelphia Energy Solutions refinery, the largest on the East Coast.

Domestic and export thermal coal remain under pressure as utilities rely on cheap natural gas, Foote says, and intermodal is not showing the typical seasonal recovery.

"This is not doom and gloom, this is not end-of-days kind of thing," Foote says. "This has been a very slow drift from the beginning of the year."

Analysts expect the other U.S. Class I railroads to lower their outlooks, as well, amid a slowing economy, trade tensions, and excess truck capacity that all have contributed to lower rail traffic volumes this year.

For the second quarter, CSX's operating income rose 2%, to \$1.3 billion, as revenue declined 1%, to \$3 billion. Earnings per share increased 7% to \$1.08, which was 3 cents below analyst estimates.

CSX's operating ratio was a record 57.4%, a 1.2-point improvement over the second quarter a year ago, as the railroad reduced expenses 3%. The operating ratio was a quarterly record for a U.S. Class I railroad, Foote says.

"I am extremely proud of our dedicated CSX employees for once again achieving new record levels of efficiency this quarter, while also driving a significant improvement in safety," Foote says.

CSX's service metrics showed significant improvement, with intermodal trip-plan compliance rising to 89.8%, up from 62% a year ago. Merchandise trip-plan compliance was 73.3%, up from 58.3% a year ago.

Merchandise traffic volume grew 1% in the quarter, which Foote attributed to service improvements.

"We are delivering better service to our customers, which is reflected in our merchandise volume as our improved reliability is leading to customers trusting us with more of their freight," he told investors and analysts on the railroad's earnings call. "This led to broad-based growth across the merchandise segment as customers are recognizing the value of our best-in-class service offering."

Although CSX's broad-based merchandise growth led the industry, industrial volume began to decelerate as the quarter rolled on. And the Philadelphia refinery closure represents a 1% hit to CSX's overall freight volumes.

Intermodal traffic was down 10%, due to lane rationalizations that affected 15% of the CSX intermodal network over the past year.

Coal volumes were up 2% for the quarter. Domestic coal tonnage increased 8% due to growth in coke and iron ore shipments, while export volume sank 7% due to lower thermal coal shipments.

CSX's key operating metrics improved for the quarter. Train velocity increased 14% compared to last year's second quarter, while terminal dwell improved 6%. Recrews were down 77%, interim Chief Financial Officer Kevin Boone says, while the active locomotive fleet declined by more than 300 units, an 11% decline.

CSX also reported improved safety figures, with the personal injury rate falling 21% and the train accident rate reduced by 54%, with improved track inspections driving an 85% year-to-date reduction in mainline derailments.

FEDERAL FUNDING WILL ALLOW HOWARD STREET TUNNEL PROJECT TO BEGIN

BALTIMORE, July 23, 2019, Trains News Wire — Maryland will receive \$125 million in federal funding for the Howard Street Tunnel project — significantly less than the state and CSX Transportation had sought, but enough to start working on the project.

The Baltimore Sun reports that the federal funds are more than \$100 million below the figure sought by the state and railroad to increase clearances in the tunnel under Baltimore, as well as at 22 bridges between Baltimore and Philadelphia, to allow for double-stack container operation. The entire project is estimated to cost \$466 million; Maryland and CSX had sought \$228 million and pledged to cover the rest with \$147 million from

the state and \$91 million from the railroad. There was no immediate word on how the state and CSX planned to make up the \$103 million shortfall.

The project's lengthy history saw the railroad withdraw from the planning process for the project in 2019, only to rejoin the effort a year later.

HARFORD CREWS FIGHT FIRE ON CSX BRIDGE OVER SUSQUEHANNA RIVER

HARFORD COUNTY, MD., Aug. 9, 2019, The Baltimore Sun - Railway operations were shut down for a few hours on the CSX railroad bridge, which spans the Susquehanna River between Harford and Cecil counties, after a fire on the bridge was reported Friday afternoon.



CREWS FROM THE SUSQUEHANNA HOSE COMPANY ARE SHOWN FIGHTING A FIRE ON THE CSX RAILROAD TRACKS CROSSING THE SUSQUEHANNA RIVER BETWEEN HAVRE DE GRACE AND PERRYVILLE. (COURTESY SUSQUEHANNA HOSE Co.)

Crews from the Susquehanna Hose Company responded to the fire after it was reported around 3 p.m. Friday. Several reports of smoke coming from two areas of the bridge came in, according to Deputy Chief Steve Allers of the Hose Company.

Freight rail traffic was stopped as firefighters extinguished the blaze, Allers said.

A "mini-pumper" truck was used to initially put water on the fire as the company's fire boat was maneuvered into position, Allers said.

"The boat flowed the majority of the water," Allers said.

No injuries were reported, and operations were turned back over to CSX once the fire was out and a train company inspector

surveyed the structure, according to Allers.

CSX released the following statement to *The Aegis* regarding the fire: "Just after 3:00 p.m. today, CSX was notified by Harford County of a fire on our rail bridge over the Susquehanna River. We appreciate the swift response of the Susquehanna Hose Company. Safety is our top priority at CSX. We worked in close coordination with the first responders and held train traffic out of the area to allow for a safe response. The fire has been extinguished and rail operations resumed."

CSX UNVEILS 'SPIRIT OF LAW ENFORCEMENT' COMMEMORATIVE LOCOMOTIVE NO. 3194

HUNTINGTON, W.Va., Aug. 22, 2019, Trains News Wire from a CSX Press Release - CSX Transportation's "Spirit of our Law Enforcement" commemorative locomotive is being unveiled today at the company's Huntington locomotive shop. CSXT 3194 is being renamed to honor our nation's police officers who dedicate their lives to serve and protect communities across our network.



"CSX is proud of the employee craftsmanship involved in transforming this locomotive into a special commemorative engine," says Ed Harris, executive vice president of operations. "This is a moving tribute to the

men and women who serve us every day and aligns with CSX's goal to connect military service members, first responders, and their families to the resources and support they need."

The Spirit of our Law Enforcement joins our collection of Pride in Service locomotives launched this spring – the Spirit of our Armed Forces and the Spirit of our First Responders. When not actively moving customers' freight, the locomotives are made available for special events along the CSX system – extending our culture of service and commitment from our customers to the communities where we operate.

Each locomotive is painted to honor the five CSX Pride in Service partners and to promote the CSX Pride in Service program, a signature community investment initiative with a goal of positively impacting 100,000 military service members, veterans, first responders and their families by 2020.



NORFOLK SOUTHERN REPORTS SECOND-QUARTER 2019 RESULTS

Norfolk, Va. - Jul 24, 2019, NS Press Release
Norfolk Southern Corporation today reported second-quarter financial results.

Second-quarter net income was \$722 million, up 2 percent year-over-year, a result of a 4 percent increase in income from railway operations – yielding a record second-quarter operating ratio of 63.6 percent. Diluted earnings per share were \$2.70, up 8 percent year-over-year and a second-quarter record.

"Norfolk Southern's record financial results underscore our unrelenting commitment to shareholder value as we advance along the path of our strategic transformation," said James A. Squires, Norfolk Southern chairman, president and CEO. "Our strong financial and operational performance in the second quarter was achieved while also finalizing preparations for the successful implementation of our new operating plan, TOP'21. This execution reflects the strength of our team, commitment to our customers, and power of our balanced strategic plan to deliver enhanced shareholder value."

Second-quarter summary

> Railway operating revenues of \$2.9 billion increased 1 percent compared with prior year, as a 5 percent increase in average revenue per unit was offset by a 4 percent decline in total volume.

> Railway operating expenses were \$1.9 billion, a decrease of \$12 million, compared with the same period last year as fuel price declines and lower purchased services and rents were offset by increased depreciation expense.

> Income from railway operations was \$1.1 billion, an increase of 4 percent year-over-year, a second-quarter record. The railway operating ratio, or operating expenses as a percentage of revenues, was 63.6 percent, also a second-quarter record.

NORFOLK SOUTHERN SUCCESSFULLY ROLLS OUT TOP21 PRECISION SCHEDULED RAILROADING OPERATING PLAN

Norfolk, Va. - Jul 22, 2019, NS Press Release - As America was celebrating its independence, the Norfolk Southern team was working around the clock to ensure a smooth transition to the railroad's new TOP21 operating plan, which was rolled out during the first week of July. Their efforts resulted in a seamless changeover with minimal impact to customer service and network operations.

The company attributes the successful launch to extensive planning and customer collaboration leading up to the implementation. This included iterative modeling by the Network Planning and Optimization team, with corresponding adjustments based on reviews by both the operating and marketing groups.

"We are one team, dedicated to serving our customers, managing assets, controlling costs, operating safely, and developing people," said John Friedmann, vice president network planning and optimization. "The benefits associated with TOP21 – reduced circuitry and improved velocity – will directly benefit our customers through faster, more predictable

transit times that require fewer assets to move their shipments.”

Leading up to the July 1 implementation, Norfolk Southern hosted a series of 19 town hall meetings across its network with employees and customers participating in the discussion.

“We took a deliberate and collaborative approach in planning and executing our TOP21 operating plan, and we brought customers with us, quite literally, along the way,” said Mike Farrell, senior vice president transportation.

Norfolk Southern’s marketing team met with hundreds of key customers in May and June to prepare customers for the plan and communicate expectations for the transition. The company also established two 24/7 command centers to monitor network status and customer concerns throughout the implementation, with no significant issues reported.

“To our employees, we thank you for your dedication in ensuring a smooth transition to our new operating plan with minimal disruption,” said Alan Shaw, executive vice president and chief marketing officer. “To our customers, we cannot thank you enough for your business, and we welcome continued opportunities to grow our business, together.”

This first phase of TOP21 was focused on Norfolk Southern’s carload and automotive networks. “We have already begun the planning process for the next phase of TOP21 to improve our operations and to better serve our customers,” said Mike Wheeler, executive vice president and chief operating officer. “We expect another successful rollout based on frequent communication with our customers and employees to ensure another seamless transition.”



NJT DEBUTING HERITAGE COACHES

KEARNY, NJ, July 16, 2019, Railway Age - New Jersey Transit is marking its 40th anniversary this month, and among other activities is rolling out six MultiLevel “Heritage Coaches” decorated with the logos of

several predecessor railroads that came together to form the agency’s 660-route-mile, statewide regional/commuter rail network—Pennsylvania Railroad, Central Railroad of New Jersey, Erie-Lackawanna, Conrail, Pennsylvania-Reading Seashore Lines—and the agency that created NJT in 1979, the New Jersey Department of Transportation.

Several NJT Rail Operations employees brought to the attention of senior staff that other railroads have adopted similar programs to honor their history. For example, Norfolk Southern and Union Pacific both have Heritage Fleets consisting of modern diesel-electric locomotives in liveries that are contemporary interpretations of predecessor railroads. NJT’s Heritage Coach project was developed, at no extra cost to the agency, with *Intersection*.

Prior to implementation of the Heritage Coach project, NJT obtained a license from Conrail, the owner of the predecessor railroad marks depicted on the coaches.

The New Jersey Public Transportation Act of 1979 created New Jersey Transit Corporation to “acquire, operate and contract for transportation service in the public interest.” NJT brought together railroad, bus and light rail into a single agency. The six logos chosen to represent the history of NJT Rail Operations “each represents an operation with a unique history,” the agency notes.

NJ TRANSIT ADOPTS FISCAL YEAR 2020 OPERATING, CAPITAL BUDGETS

NEWARK, NJ, July 17, 2019, NJ Transit News Release (Edited) — The NJ TRANSIT Board of Directors today adopted a Fiscal Year 2020 (FY 2020) operating budget and capital program that supports continued investments in personnel, infrastructure and equipment to maintain the system in a state-of-good repair, and enhance the overall customer experience.

“The operating and capital budgets continue the investments we’ve been making in equipment, infrastructure and personnel needed to improve the customer experience,” said NJ TRANSIT President & CEO Kevin Corbett. “This balanced budget shows we are maximizing our resources and

spending every dollar wisely to restore the agency to national prominence and provide the transportation services New Jersey residents expect and deserve.”

The Board adopted a \$2.39 billion operating budget and a \$1.42 billion capital program for FY 2020.

This budget does not include a fare increase for FY 2020.

More than 40 percent of the revenue in the FY 2020 operating budget comes from passenger revenue. The remaining amount comes from a combination of commercial revenue and state and federal resources. The budget includes an additional \$150 million in General Fund support for a total subsidy of \$457.5 million, the largest General Fund subsidy to NJ TRANSIT in state history. Of this, \$75 million will replace diversions and \$75 million represents new direct funding, reflecting Governor Phil Murphy’s commitment to providing additional funding to help meet the operating needs of the agency.

The capital program funds continue state-of-good-repair investments in transit stations and infrastructure, investments in the Northeast Corridor, fare modernization, safety initiatives, bus and rail car purchases, Positive Train Control installation, system expansion, and support for local mobility programs.

Operating Budget

Approximately 61 percent of the operating budget is dedicated to costs associated with labor and fringe benefits. Other significant expenses include contracted transportation services which represent 11 percent of total operating expenses. Other expenses including materials, fuel and power, utilities and outside services represent the remaining 28 percent of the total operating expenses. The budget also allows for the expansion of personnel in key areas within bus, rail, light rail, police operations, and strategic administrative support services.

IMPROVING THE CUSTOMER EXPERIENCE:

Bus and Light Rail Service Enhancements

The FY 2020 Budget includes \$2.7 million for 22 additional bus operators and related support staff in order to accommodate nearly 30,000 new service hours, targeted primarily in the northern and southern markets, to help alleviate overcrowding and improve on-time performance in needed areas. The light rail system will also see an added boost with \$482,000 for five additional operators on the Newark Light Rail to address staff shortages.

Access Link Call Center & Scheduling Improvements

The FY 2020 Budget includes \$1.2 million in additional funding for a more dedicated support team at the call center in order to reduce customer wait times and improve trip scheduling.

Customer Experience Unit

NJ TRANSIT will hire additional staff to support the recently created Customer Experience Unit, committed to proactively assessing all of the customer touchpoints throughout the customer journey to ensure deficiencies are promptly addressed and customer needs are met.

INVESTING IN THE WORKFORCE:

Reinvestment in Direct Service Training Programs

The FY 2020 Budget includes \$14 million in funding to hire additional trainees for the Locomotive Engineer Training Program (LETP) and Assistant Conductor Training Program (ACTP). Between LETP and ACTP, NJ TRANSIT anticipates four engineer training classes and two assistant conductor training classes to address staff shortages.

System Patrol & Safety Assessment

The New Jersey Transit Police Department will use \$1.8 million to expand its ranks with 19 additional officers dedicated to patrolling our system. The Office of System Safety will also hire five new staff to conduct more

frequent random rides, in order to better assess system safety and operating procedures.

CAPITAL PROGRAM

The FY 2020 capital program continues to prioritize investments in infrastructure to maintain an overall state-of-good repair, enhance reliability, safety, and resiliency as well as improve the overall customer experience on the system.

The capital budget includes approximately \$326 million to be invested in rail infrastructure improvement needs, including \$58 million for bridges, which includes \$41 million for Raritan River Bridge replacement; \$24 million to fund electric traction and signal improvements, \$95 million for the County Yard Expansion, \$18 million to fund the Track Program, \$36 million for Mason Building 9 Substation Replacement and \$51 million for Portal North Bridge. The budget also directs \$65 million to be invested in the capital lease for the Passenger Rail Investment & Improvement Act (PRIIA) payments to Amtrak.

The capital program continues to invest in system expansion including \$33 million for Hudson-Bergen Light Rail Northern Branch extension; \$8.8 million for the Lackawanna Cutoff project; and \$2 million for Transit Rail initiatives such as engineering work to support the Glassboro to Camden light rail line.

The program also supports continued investment in rolling stock renewal, with \$94 million invested in rail rolling stock improvements which include \$17 million to continue funding for locomotive overhauls to maintain reliability and \$75 million for the purchase of 113 Multilevel III vehicles. On the bus fleet, \$100 million will go towards Cruiser Bus Replacements and \$7 million for Access Link Bus Replacement. Additionally, there will be \$19 million invested in bus infrastructure improvements which includes \$13 million for parking deck replacement and \$4 million for passenger facilities improvements.

Also, there will be continued support for local mobility programs. A \$45 million portion of the budget will provide funding for enhanced mobility services for senior citizens and those with disabilities in both urban and rural areas.

Approximately 53 percent of the capital budget comes from the Transportation Trust Fund (TTF), with 42 percent from federal funds and 5 percent from other sources.



SOUTHWEST CONNECTION IMPROVEMENT PROGRAM 2019

PHILADELPHIA, July 20, 2019, SEPTA Press Release (Edited) - The Southwest Connection Improvement Program will rebuild the mainline infrastructure on the Media/Elwyn Line between 30th Street Station and the Arsenal Interlocking, just below University City Station, portions of which date more than 80 years. This track area also supports Wilmington/Newark and Airport Line services making it a critical rail connection for Southwest Philadelphia, Center City, Delaware County, and the economic vitality of the region. Special construction Regional Rail timetables will be in effect for the Media/Elwyn and Wilmington/Newark Line Service. The Airport Line will operate as a Shuttle Bus service with a special construction schedule.

Overall Program Scope

Reconfigure and replace the existing Arsenal Interlocking (area of switches)

Remove the existing Walnut Interlocking and realign rail

Create a new Interlocking and turn back track near University City Station

Replace the overhead contact system and the Overhead Catenary System structures

Repair/Upgrade retaining walls and structural elements inside Walnut St Tunnel

Repair drainage structures

SCHEDULED WORK FOR 2019

At Arsenal/Civic Interlocking:

Install all necessary rail work for new Civic Interlocking just south of University City Station

Continue work to complete the renewal of Arsenal Interlocking with the replacement of the 83 switch

Complete all necessary catenary improvements to support the track alignment changes, especially the new Civic Interlocking on Track 6

Along Airport Line:

Continue track area inspection and heavy maintenance including all overhead wire

Replace curve rail

Continue debris removal, brush cutting, structure and catenary painting, and bridge inspection

Woodland Avenue Bridge Project:

On-going construction work to replace bridge spanning Media/Elwyn Line tracks

What You Need To Know About Changes In Service

AIRPORT REGIONAL RAIL LINE

Train service will not operate during the outage. Shuttle Buses will substitute for train service between Eastwick, Airport Terminals, and 30th Street Station

MEDIA/ELWYN REGIONAL RAIL LINE

Train service will operate between Elwyn & 49th Street Stations following special construction timetable

Shuttle Buses will substitute for service between 49th & 30th Street Stations

Shuttle Bus from 49th Street will board on Chester Ave

WILMINGTON/NEWARK REGIONAL RAIL LINE

Train Service will operate between Newark & 30th Street following a special construction timetable

ALL trains will arrive/depart 30th Street from Amtrak Main Terminal Lower Level platform

NO service to/from Suburban, Jefferson, or Temple University Stations

SEPTA TO INTRODUCE SOLAR-POWERED RAIL SIGNALS

PHILADELPHIA, July 29, 2019, Progressive Railroading - The Southeastern Pennsylvania Transportation Authority's (SEPTA) board last week announced it will use solar technology to reinforce power for its rail signal systems on the Warminster, Doylestown and West Trenton commuter lines in Philadelphia.

The \$16.2 million project eliminates the need for conduit and external wiring and will allow SEPTA's system to run for 48 hours if its normal power source is lost, SEPTA officials said in a press release.

The project is funded in part by a grant from the Federal Transit Administration under the 2013 Disaster Relief Appropriations Act, which was created to improve transit systems during severe weather events, officials said.

SEPTA initially tested the technology on the Chestnut Hill West Line in northwest Philadelphia with positive results, they said.

The board also approved a 20-year solar power purchase agreement to buy energy from two solar farms in Franklin County, Pennsylvania. The energy generated will provide about 19 percent of SEPTA's electricity demand.

Additionally, the board signed a \$13 million agreement with Constellation

New Energy to provide energy conservation measures at SEPTA's headquarters in Center City, Philadelphia.

The energy saving recommendations include installation of LED lights, lighting controls, solar-controlled window sheds, weather sealing, water efficient fixtures and 'intelligent' HVAC system controls.

The contract will generate \$18 million in energy savings which will be used to pay for the project over an 18-year contract, officials said.

SEPTA's KNUEPPEL RETIRING AT YEAR-END

PHILADELPHIA, Aug. 23, 2019, Railway Age - Philadelphia media is reporting that SEPTA General Manager Jeffrey Kneuppel is retiring from the agency year-end 2019, following a 32-year career.

Kneuppel joined SEPTA in 1988 and has been General Manager since 2015. During his 32 years at the agency, he served as a civil engineer, climbing through the ranks of the 9,300-employee agency to become Assistant GM in the late 2000s. His predecessor, Joe Casey, named him deputy GM in 2012. He ascended to the GM post in September 2015, replacing Casey.



**SEPTA GENERAL MANAGER
JEFF KNUEPPEL. PHOTO
COURTESY E M M A
LEE/WHYY-TV**

The *Philadelphia Inquirer* and *WHYY-TV*, among other local media, reported that Kneuppel has never hesitated to be hands-on, analyzing and solving problems on the railroad. He also served as an effective spokesperson and leader after service problems, large or small. Kneuppel's years at the SEPTA's helm have been marked by implementation of Positive Train Control. He also navigated a series of sometimes-inherited crises, like the detection of a design flaw in SEPTA's Hyundai Rotem Silverliner V railcars, which abruptly took a large portion of the agency's Regional Rail fleet out of service. Kneuppel also stewarded much of the difficult and still-ongoing implementation of SEPTA Key, a system of new fare payment technology that was put into

motion years before he took the reins of the agency.

A candidate for Kneuppel's replacement is PennDOT Secretary Leslie S. Richards, who previously served on SEPTA's board.



Timetable 09-19

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

Thru Tuesday, Oct. 29, 2019

THE UNIQUE & RARE at the Reading Railroad Heritage Museum, 500 S. Third St., Hamburg, PA, 610-562-5513. Info: www.readingrailroad.org

Friday-Sunday, Sept. 13-15, 2019

Reading Railroad Prototype Modelers Meet VII at the Reading Railroad Heritage Museum, 500 S. Third St., Hamburg, PA. Info: www.ReadingRRMM.com

Saturday, Sept. 28, 2019

West Jersey Chapter, NRHS, 75th Anniversary Banquet at the Tap Room and Grill, 427 W. Crystal Lake Ave., Haddon Township, NJ. 12 noon - 4:00 pm. \$30.00 per person. Reservations required by Sept. 18, 2019 from Dave Homer, 338 N. Stanwick Rd., Moorestown, NJ 08057. Program: Railroading through the Pines by Industrial Historian & Chapter Member Paul W. Schopp. Info: homer.d338@gmail.com, www.westjersey-nrhs.org or 856-866-0361

Saturday & Sunday, Sept. 28-29, 2019

The Stewartstown Railroad will host Jeddo Coal 0-4-0T No. 85. Info: www.stewartstownrailroadco.com

Saturday, Oct. 5, 2019

"Ride the Bloom" an all day, 85-mile round-trip ride on the former DL&W

Bloomsburg Branch, now operated by the North Shore Railroad. Excursion will cover the full length of the North Shore's trackage from Northumberland to Berwick. Info: www.lwrrhs.org

Saturday & Sunday, Oct. 5-6, 2019

The Stewartstown Railroad will host Jeddo Coal 0-4-0T No. 85. Info: www.stewartstownrailroadco.com

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

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

Sunday, Oct. 6, 2019

43rd Annual Lehigh Valley Regional Train Show & Expo by the Lehigh Valley Chapter, NRHS at the Charles Chrin Community Center, 4100 Green Pond Rd., Easton, PA. 10 AM to 3PM. Adm: \$5 per person, under 12, free. Info: century430@hotmail.com or 610-737-3431.

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. 16-17, 2019

Greenberg's Great Train & Toy Show at the York Expo Center, 334 Carlisle Avenue, York, PA 17404. Info: www.trainshow.com/york

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.brassesexpo.com

Saturday & Sunday, Nov. 30-Dec. 1, 2019

Greenberg's Great Train & Toy Show at the New Jersey Expo Center, 97 Sunfield Avenue, Edison, NJ 08837. Info: www.trainshow.com/edison11

Saturday & Sunday, Dec. 7-8, 2019

Greenberg's Great Train & Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD 21093. Info: www.trainshow.com/timonium



300 GAP ROAD, ROUTE 741 EAST

STRASBURG, PA 17579

WWW.RRMUSEUMPA.ORG

717-687-8628

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

Thursday, Oct. 10, 2019 - STEAM On The Rails

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

Saturday, Nov. 2, 2019 - 1940s Swing Dance

Saturday & Sunday, Nov. 2-3, 2019 - Trains & Troops

Saturday, Dec. 7 & 14, 2019 - Home for the Holidays

Saturday, Dec. 7 & 14, 2019 - Christmas with the Conductor Parties

HISTORIC SOLARI BOARD ON EXHIBIT

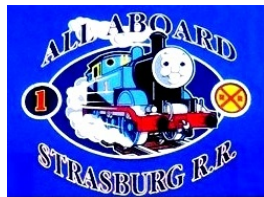
STRASBURG, PA., July 24, 2019, Railroad Museum of Pennsylvania website Since it departed the William H. Gray III 30th Street Station in Philadelphia earlier this year, there's been a lot of flap about Amtrak's split-flip arrivals and departures board. Now, the historic Solari board, named for its Italian manufacturer, is on exhibit at the Railroad Museum of Pennsylvania.



You'll find it displayed in Rolling Stock Hall on Platform 5 West next to the 114-year-old H6 locomotive No. 2846. Museum staff and volunteers have thoroughly cleaned it and built a base on which to safely showcase this Solari board, which was the last one in service for Amtrak.

It's at the Museum on an interim basis, and will be displayed here until the developer considers if it can incorporate the board in redevelopment plans for Gray 30th Street Station. Because it is on loan, the Solari board will not be operational, so as not to risk damaging it in any way. Instead, it will be preserved just as it looked when it flipped for the last time at Gray 30th Street Station on January 26, 2019, its final day of operation.

Split-flap arrivals and departures status boards are electromechanical wonders dating back more than half a century, replacing chalk boards and other earlier methods for announcing and updating the arrival and departure times at train depots and terminals from the dawn of the railroad age. The sights and sounds of this Solari board were part of the daily lives of countless Philadelphia commuters and travelers for more than four decades, and they now live on in our fond memories of Pennsylvania railroad history.



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

Saturday thru Nov. 2, 2019 - Wine & Cheese Train

Daily thru Nov. 10, 2019 - Shop Tour at 12:00 PM

Saturday-Sunday, Nov 16-Dec. 29, 2019 - Shop Tour at 12:00 PM

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



AUGUST, 2019 CHAPTER MEETING MINUTES

The "RIDE THE RAILS" Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Strasburg Rail Road (in the open car) Strasburg, Pa. on Sunday, August 18, 2019. The meeting was called to order at 4:50 p.m. by

President Tom Shenk with 38 members present. **MINUTES:** President Tom Shenk asked for a motion to approve the July Chapter Membership Meeting Minutes. Lorrie Steffy approved the motion and Paul Baringer seconded the motion. The July Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

DONATIONS: Steve Himpsl announced anyone wishing to donate Banquet door prize items, please make sure the items are in a presentable condition. Items must be brought in by the October Chapter Membership Meeting. They will be added to the November Banquet program. Items brought in after the October meeting or brought to the November Banquet will be set aside for the following year. Indicate if the item is for the Banquet, Chapter Acquisitions or the Library. Questions or donations, call Steve at 717-285-4283. Thank you to Chapter member Tom Fluck, who already donated some items.

VENDORS AND CRAFT SHOW: Steve Himpsl announced the Vendors and Craft Show will be held on Saturday, October 19, 2019 at the Christiana Freight Station from 9:00 a.m. to 2:00 p.m. Volunteers are needed to help on the morning of the show to help carry the vendor supplies to their spaces. If anyone can help, be at the Station by 7:00 a.m. and find Steve for instructions. This event is a Chapter fundraiser. Cindy Kendig is also taking donations of food to sell at the show or if you prefer to give a monetary donation.

CHAPTER ANNUAL PICNIC: Tom Shenk announced the Chapter's Annual Picnic will be held on Sunday, September 15. The Chapter will provide the Pork BBQ and Drinks. Chapter Members should bring their own plates, cups, silverware, and a covered dish to share. There will be a **BOARD MEETING** at 2:00 p.m. and the picnic will follow at 3:00 p.m.

ADJOURNMENT: Chapter members rode the 4:00 p.m. Strasburg Rail Road train. The Chapter had a brief meeting that was adjourned at 5:00 p.m. and Chapter Members were able to ride the 5:00 p.m. train to Paradise again.

Respectfully submitted by Donetta M. Eberly, Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

OFFICE CAR 10000 OF BREWING AND AMTRAK FAME IS FOR SALE

KIRBYVILLE, MO., Aug. 12, 2019, Trains News Wire - One of the best known private cars of the late 20th century, the former Amtrak office car 10000, which was used by the passenger railroad's presidents, is for sale.

Railroad equipment brokerage firm Ozark Mountain Railcar has listed the car for sale from an unidentified private owner. The 65-year-old Wabash-built office is listed for \$40,000. "It needs a lot of work, but it's got very good bones," says Ozark's John Susheck. "It's got its 1970s interior that would probably need to be updated, but it's a very savable car."



Wabash's Decatur, Ill., shops built car Adolphus in 1954 for the Anheuser-Busch company. It features one stateroom, two bedrooms, a secretary's room, and crew quarters. The car sleeps eight people. Anheuser-Busch sold

the car in 1960, the listing says, and it was later owned by the

Pennsylvania Railroad (PRR & PC No. 1000 - Ed.), Penn Central, and private car owner Bill Kratville of Omaha, who leased it to Amtrak for executive train use. During its career, the listing says, the car was used by President Gerald Ford during whistle stop tour events in 1980. The car was a regular on special trains, and Amtrak President W. Graham Claytor Jr., used it to kickoff state-supported additions to the network in the early and mid-1980s.

According to the listing, whomever purchases the car will have to move it by truck or flatcar, but, Susheck says, the original trucks will be included in the sale. Susheck says the car has been viewed more than 1,000 times on the Ozark Mountain website since it was listed. He says the historical value of the No. 10000 will be helpful in ultimately selling the car. "Historical significance definitely helps," Susheck says. "There is really no way of telling how long it will take to sell it, but historical significance does help. It's got a great history."

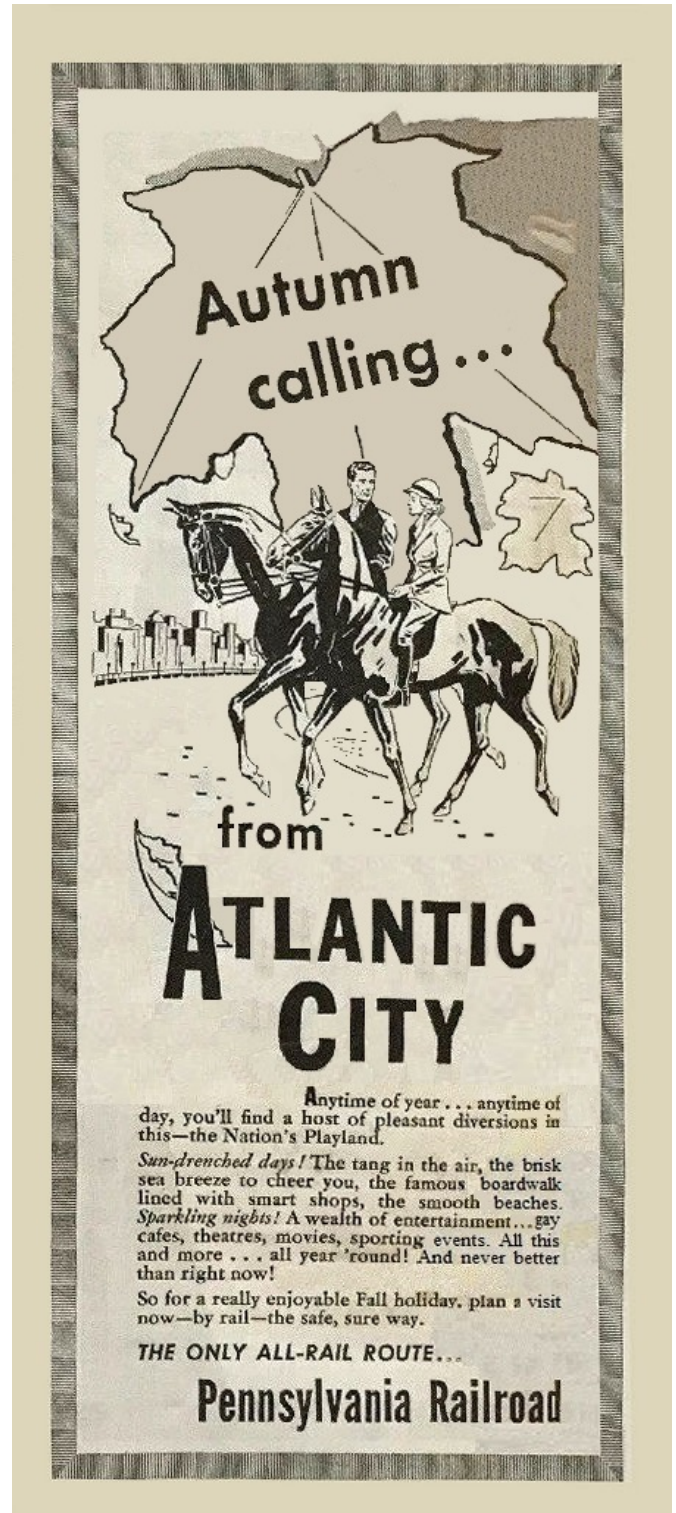
THIS MONTH'S BANNER PHOTO

Amtrak Metroliner No. 830 at Coatesville, Pa. on July 4, 1982. Photo by Stephen G. Durham



OPERATION LIFESAVER REMINDS YOU...

Trains and cars don't mix. Never race a train to the crossing — even if you tie, you lose.



FROM A 1930s PENNSYLVANIA RAILROAD CHICAGO-PITTSBURGH PUBLIC TIMETABLE

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

SEPTEMBER 15, 2019 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION - ANNUAL CHAPTER PICNIC
CHAPTER BOARD MEETING AT 2:00 PM, PRIOR TO PICNIC

OCTOBER 19, 2019 - SATURDAY, 9:00 AM - 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 5, 2019 - THURSDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS DECORATING

DECEMBER 14, 2019 - SATURDAY ONLY - LIGHT UP CHRISTIANA - LIONS CLUB EVENTS WITH HAY RIDES

DECEMBER 16, 2019 - MONDAY, 7:30 PM - CHRISTIANA FRT. STA. - ANNUAL CHRISTMAS / HOLIDAY PARTY

DECEMBER 29, 2019 - SUNDAY, 1:00 - 5:00 PM - CHRISTIANA FREIGHT STATION - HOLIDAY OPEN HOUSE



Notification of Certification Suspension

Print Clearly

Employee No./Soc.Sec. No.	Last Name	First Name	MI	Certification Number
[REDACTED]	Bostian	Brandon	W	[REDACTED]

You are notified that your Locomotive Engineer Certificate is **SUSPENDED**. This action is being taken based on information that you have participated in conduct prohibited by 49 CFR Part 240 as indicated below:

- Operating a locomotive or train past a signal indication that requires a complete stop before passing it.
- Operating a locomotive or train at a speed that exceeds the maximum authorized limit by at least 10 miles per hour.
- Where restricted speed is in effect, failure to operate a locomotive or train at a speed that will permit stopping within one-half the range of vision, which causes reportable accidents or incidents under Part 225.
- Operating a locomotive or train without adhering to procedures for the safe use of train or engine brakes when the procedures are required for compliance with the initial terminal, intermediate terminal, or transfer train and yard test provisions of 49 CFR part 232 or when the procedures are required for compliance with the class 1, class 1A, class II, or running brake test provisions or 49 CFR part 238.
- Occupying main track or a segment of main track without proper authority or permission.
- Failure to comply with prohibitions against tampering with locomotive mounted safety devices, or knowingly operating or permitting to be operated a train with an unauthorized disabled safety device in the controlling locomotive per 49 CFR part 218.
- Failure to take appropriate action to prevent a violation per 49 CFR part 240.
- Failure to comply with 49 CFR Part 219 (Drug and Alcohol Use)

Employee Signature

Date

[REDACTED]

6/8/2015

Supervisor's Signature

Date

Jonathan A. Hines

6/8/2015

Supervisor's Printed or Typed Name

Date

Your certification will remain suspended until an investigation of the above-indicated incident(s) and a revocation decision is made. The law provides that you are entitled to a hearing on the revocation before an officer other than the Charging Officer.

Instructions:

Complete form and obtain signatures. Employee retains original copy; one copy is to be forwarded to Assistant Superintendent Road Operations, one copy is to be forwarded to the System General Road Foreman and one copy is retained for the file.

LANCASTER CHAPTER BOARD of DIRECTORS

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CHAPLAIN:	CELL PHONE	717-683-3053	

**CHAPTER MEMBERSHIP MEETING
ANNUAL CHAPTER PICNIC**

**LANCASTER CHAPTER, INC., N.R.H.S.
CHRISTIANA FREIGHT STATION
10 RAILROAD AVE., CHRISTIANA, PA.
SUNDAY, SEPTEMBER 15, 2019
PICNIC STARTS AT 3:00 PM
BOARD MEETING AT 2:00 PM PRIOR TO PICNIC**

**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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CHRISTIANA, PA 17509-1416**