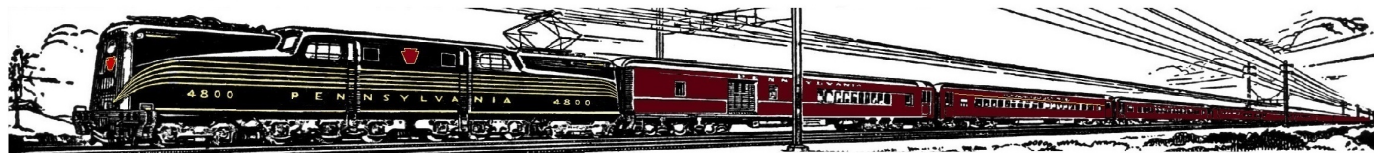


LANCASTER DISPATCHER

1935 - 2019



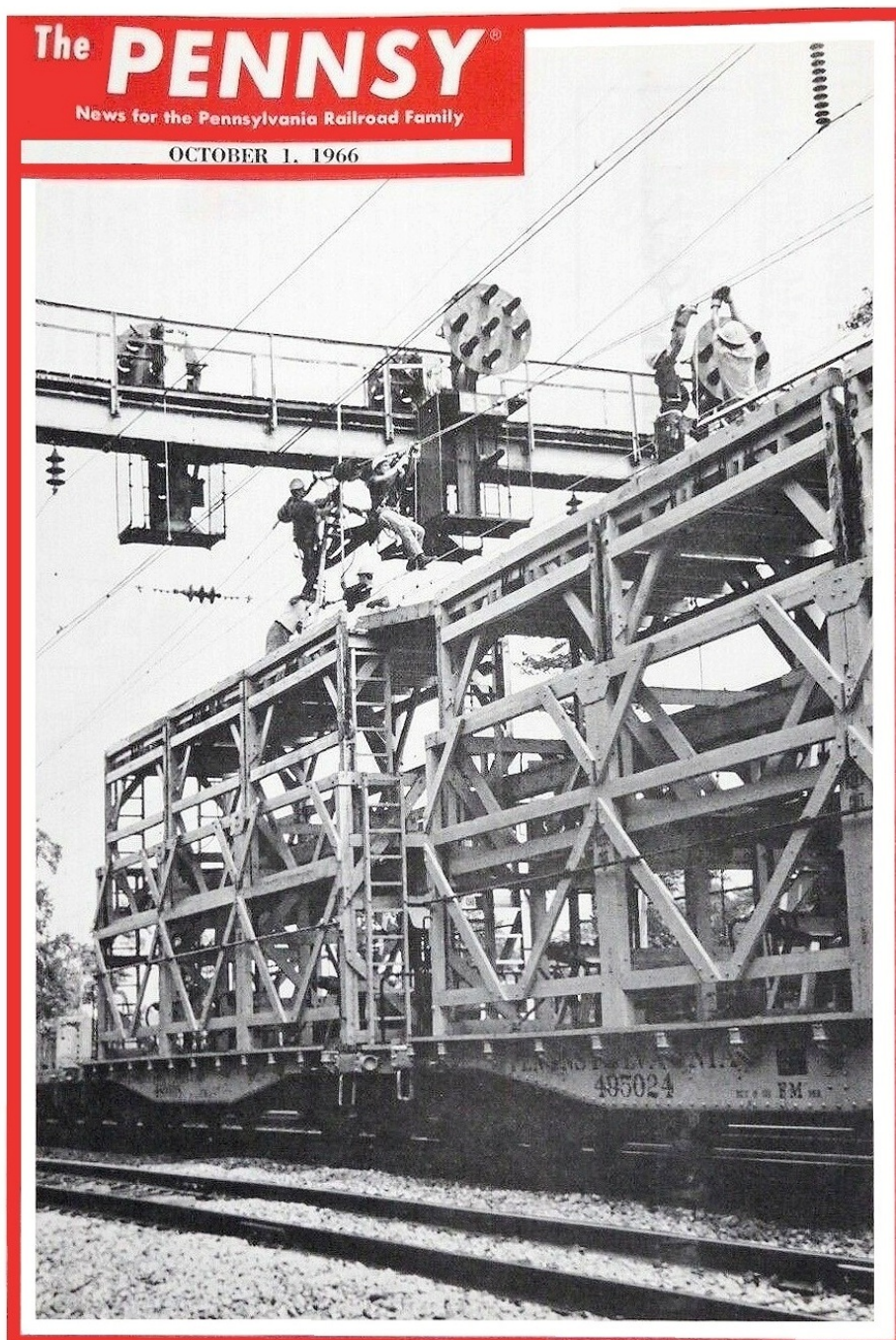
LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 50 NUMBER 10

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

OCTOBER 2019

THIS MONTH IN HISTORY - OCTOBER, 1966



THE WIRE TRAIN, WITH ITS DISTINCTIVE "TOWER CARS", WAS A FAMILIAR SIGHT IN THE PENNSY'S ELECTRIFIED TERRITORY.



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 7:30pm. 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.



AMTRAK UPS CONTRIBUTION TO GATEWAY PROJECT; OVERALL PRICE REVISED DOWNWARD

NEW YORK, Aug. 26, 2019, Trains News Wire — Amtrak has increased its funding commitment for the stalled Gateway tunnel project, which has seen the estimate of its overall cost move downward. The agency directing the project is hoping those two factors might increase the prospects of receiving federal funding.

NorthJersey.com reports that Amtrak has increased its commitment by \$600 million, while the overall cost of the project is now \$11.3 billion, a decrease of \$1.4 billion from prior estimates. The figures came in a Friday conference call involving representatives of the Gateway Program Development Corp., Amtrak, and the Port Authority of New York and New Jersey.

As a result, the Gateway agency has submitted an updated application for a Federal Transit Administration grant, seeking \$5.4 billion, less than half of the project and \$1.4 billion less than its previous request in 2018.

Frank Sacr, interim executive director of the Gateway Program Development Corp, said he hoped the plan “will be attractive to the local partners and we believe also to the federal partners, and to the market.” He said construction costs were reduced by reorganizing the project into a smaller number of large packages for construction.

The project would build a new tunnel for Northeast Corridor traffic under the Hudson River and rehabilitate the existing tunnels that connect New York and New Jersey. It has been stalled since the Trump administration blocked a deal negotiated during the Obama administration, with the Department of Transportation saying no such agreement existed and labeling the matter “a local project.”

The states of New York and New Jersey recently created a joint agency, the Gateway Project Development Commission, designed to oversee and fund the project. That move made the commission eligible for state, federal, and local grants to fund the project.

AMTRAK PROVIDES FIRST LOOK AT NEW ACELA INTERIORS

NEW CASTLE, Del., Aug. 28, 2019, Trains News Wire — Amtrak has provided a first look at the interior of its next-generation Acela high speed trains, displaying interior mock-ups at a press event Tuesday at an Alstom facility.

The new exterior design of the new equipment is accompanied by interiors for first class, business class, and snack cars unlike anything in the current Amtrak fleet.

In both classes, leather seats with footrests will have adjustable in-seat

lighting, more comfortable headrests, personal electrical outlets, USB ports, and integrated handles in the seat backs to make walking through the train easier during travel on the 457-mile long Northeast Corridor, laced with curves and switches. Seats will be fixed, with half facing forward and half facing to the rear. Passengers will be able to select specific seats via an advance reservation system.



VICE PRESIDENT OF AMTRAK NORTHEAST CORRIDOR SERVICE LINE CAROLINE DECKER SHOWS OFF A MOCK-UP OF THE INTERIOR OF A NEW ACELA FIRST-CLASS CAR, FEATURING WIDER SEATS, LARGER HEADRESTS, IN-SEAT LIGHTS, LED INFORMATION SCREENS AND LARGE RECTANGULAR WINDOWS. PERSONAL POWER OUTLETS AND USB PORTS ARE LOCATED UNDER THE CENTER ARMRESTS. THE DOOR BEHIND HER IS ONE THAT WILL LEAD TO THE POWER CAR. PHOTOS BY RALPH SPIELMAN.



A CLOSE-UP OF BUSINESS CLASS SEATS SHOWS THE NEW INTERIOR COLOR SCHEME, LARGE HEADRESTS, AND IN-SEAT LIGHTING THAT ARE FEATURES OF THE NEXT-GENERATION ACELA, AS WELL AS AN EXAMPLE OF AVAILABLE SEATING AT TABLES.



FULLY ADA COMPLIANT, THE SNACK CAR IN THE NEXT-GENERATION ACELA EXPRESS HAS NO SEATING, BUT PROVIDES SPACES FOR STAND-UP MEALS AND BEVERAGES. THE CONDUCTOR'S OFFICE AND SERVICING AREA ARE BEHIND THE LED-EQUIPPED PARTITION TOWARD THE MIDDLE OF THE CAR.

Tray tables will offer either a large or small space for use; vertical shades will replace curtains on car windows. All restrooms will be ADA compliant and include changing tables. Snack cars will also be ADA compliant, eliminating fixed seating. Those cars will also feature more self-service products. The snack car will also feature a conductor's office providing crew access to an on-board closed-circuit TV system. Information including location, train speed, and other announcements will be displayed on six LED screens in each car.

Alstom is building 28 of the nine-car, 378-seat trainsets. Amtrak says the “New Acela Express” is expected to enter service beginning in 2021.

AMTRAK SURRENDERS VALUABLE TOOL WITH RETIREMENT OF LAST DOME CAR

WASHINGTON, Sept. 3, 2019, Trains News Wire — Amtrak has officially retired its last dome car, ex-Great Northern “Great Dome” Ocean View, losing a valuable promotional tool in the process.

It is the latest example of the passenger railroad choosing to retire rather than continuing to maintain cars every previous management had used to attract passengers, following retirement earlier in 2018 and sale earlier this

year of its four Pacific Parlour Cars. Those ex-Santa Fe cars had been featured on the Coast Starlight after being refurbished in the mid-1990s to provide an exclusive, upscale travel experience for that train's passengers.

Amtrak spokesman Jason Abrams told the *Albany Times Union* last week, that, "due to the age and expense of maintaining this vintage car, the Great Dome Car will no longer operate as part of Amtrak's fleet." It has been at the Beech Grove Heavy Maintenance Facility for several months, but the company did not offer it in any of the recent car sales.



THE OCEAN VIEW ATTRACTS ATTENTION ON AMTRAK'S GULF COAST INSPECTION TRAIN AT LAKE CITY, FLA., ON FEB. 19, 2016 - BOB JOHNSTON

Amtrak dispensed with most of the dome cars it inherited from the streamliner era in 1993 when the arrival of Superliner II equipment permitted the conversion of Auto Train to a bilevel consist. In any case, tight clearances precluded their use on any trains between Baltimore and Boston.

However, Amtrak kept the Ocean View around to attract customers, such as regular fall color assignments on the Montreal-Albany-Rensselaer, N.Y., segment of the Adirondack and stints on the Chicago-Washington, D.C., portion of the Cardinal's route. It also was periodically deployed to augment capacity on Midwest and California corridors during holiday periods.

State-supported services such as Maine's Downeaster also found the Ocean View useful to energize new service introductions or fare promotions as a "reason to ride". Amtrak itself used it for that purpose in March 2017 during the Chicago-Indianapolis Hoosier State's transition back to Amtrak equipment from Iowa Pacific's full length dome car.

The car has been most valuable, though, on inspection trains where decision makers are hosted. The dome has easily accommodated many prospective stakeholders, giving all guests an opportunity to see operations firsthand.

Railroads such as BNSF and Union Pacific have long seen the value of maintaining domes, sleeping cars, coaches, and lounges from their legacy flagship passenger fleets to host shippers and politicians. Current Amtrak management's current intense focus on cost cutting, however, dictates retiring the type of equipment its host carriers continue to value.

SUMMER PROJECT DONE, BUT PENN STATION WORK TO CONTINUE

NEW YORK, Sept. 5, 2019, Trains News Wire — While Amtrak's summer infrastructure work at New York's Penn Station is complete, additional work will continue over the next nine months.

Amtrak Executive Vice President and Chief Operating Officer Scot Naparstek said during a conference call that work on switches and main tracks will continue through May 2020. That work will take place during 55-hour windows on the weekends and during weekday nights when few train movements occur at the station.

Naparstek said the ongoing work should not cause delays for Penn Station passengers, unless other operating issues occur. "Then," he said, "our flexibility may be limited."

Much of the infrastructure program devoted to track around A and JO interlocking during the last three summers [see "Summer work done at New York's Penn Station; Amtrak, commuter service to be restored," Trains News Wire, Aug. 31, 2019]. Naparstek said tracks from the ends of the station platforms to the Hudson and East River tunnel entrances will need repair soon.

Naparstek said ongoing weekly full station track inspections will determine a new five-year plan for upcoming work to be fully discussed with station partners NJ Transit and the Long Island Rail Road. Joint talks will determine which tracks and switches need attention first, as well as planning for

trackwork in the East River Tunnel, which will affect all three operators.

The Amtrak executive said it was too early to discuss a summer 2020 infrastructure plan for the station, with Amtrak engineering staff and the three railroads working to define that project.

AMTRAK UPDATES MOBILE APP TO IMPROVE THE BOOKING EXPERIENCE

WASHINGTON, Sept. 10, 2019, Amtrak MEDIACENTER – Amtrak is updating its app to make bookings and travel management effortless. Version 4.0 brings significant enhancements to meet customers' needs, by offering more services, and making booking faster and easier than ever before. Now with the app updates, customers can more effectively book, ticket, change and monitor travel while they are on the go.

Understanding the importance of mobility and convenience to our customers, Amtrak is committed to continually improving and expanding our mobile platforms giving customers the ability to:

Save credit card information for quick checkout: Add up to 3 cards to an Amtrak Guest Rewards profile from the app

Book on the app using Amtrak Guest Rewards Points: Redeem Amtrak Guest Rewards points for travel; customers can tap to convert search results from dollars to points

Edit profile information: Users can view and edit profile information including contact information, payment options, discounts, coupons and vouchers directly from the app

Purchase parking at ticket confirmation: Customers can tap on a link to purchase parking, where available. This service was added to the ticket confirmation screen for increased convenience

Book Auto Train tickets directly from the app: This popular service between Washington, DC and Orlando, FL is now available on the app. Customers can use the app for ticketing and boarding and say goodbye to the congestion and stress of the interstate. By traveling with their vehicles, customers can reduce almost 95 million vehicle miles on I-95 a year, saving 8.5 million pounds of greenhouse gas emissions

"Every minute counts for our riders, and the improvements Amtrak made to the app will help improve our customers' experience while providing easy access to important travel information and station amenities," said Amtrak President and CEO Richard Anderson.

AMTRAK INTRODUCES ENHANCED MENU AND FLEXIBLE DINING EXPERIENCE ON FIVE ROUTES

Exclusive sleeping car experience begins on Oct. 1

WASHINGTON, Sept. 13, 2019, Amtrak MEDIACENTER – Amtrak continues to evolve the travel experience on long-distance trains with the introduction of a new, flexible dining service for Sleeping Car customers traveling on the *Cardinal*, *City of New Orleans*, *Crescent* and *Silver Meteor* starting on Oct. 1 and the *Silver Star* in 2020.

"Traveling on one of our trains has never been just about the destination – the journey is part of the adventure," Amtrak President and CEO Richard Anderson said. "We continue to evolve our onboard accommodations and dining experience to meet the needs of today's customers."

Sleeping Car customers aboard these routes will enjoy more choice in onboard dining and can expect the following enhancements to the complimentary meal service:

A new dining menu with hot, ready-to-serve choices for breakfast, lunch and dinner.

A selection wine, beer and spirits (the first one is on us), plus unlimited soft drinks throughout the journey.

Complimentary room service provided by the Sleeping Car attendant.

Exclusive onboard lounge space for Sleeping Car customers to dine and socialize throughout the entire trip.

Flexible dining times without the need for reservations.

The new flexible dining menu offers entrees such as:

Lunch & Dinner: Asian Noodle Bowl, Red Wine Braised Beef, Chicken Fettuccini with Broccoli, Creole Shrimp and Andouille. Pasta and meatballs option available for children.

Breakfast: Deluxe Continental Breakfast will be served buffet style from a selection of muffins, yogurt, fresh fruit, hard-boiled eggs, cereal, oatmeal, breakfast sandwich.

Dessert: Blondies and Brownies.

More information and sample menus can be found at Amtrak.com/flexdining.

This service is also offered aboard the *Capitol Limited* and *Lake Shore Limited* trains. Amtrak's traditional dining service will continue to be offered on the seven remaining overnight routes (*Auto Train*, *California Zephyr*, *Coast Starlight*, *Empire Builder*, *Southwest Chief*, *Sunset Limited*, *Texas Eagle*).

The new dining service is major part of an Amtrak evolution strategy for long-distance trains. In the coming months, customers can also expect:

Fully-refreshed Amfleet II cars for Coach class along the East Coast, including new seating cushions, carpets, curtains and LED reading lights—projected to be completed by the end of this year.

Upgraded bedding, towels and linens for sleeping cars—beginning with the Auto Train.

The debut of new Viewliner II Sleeping cars for trains on the East Coast—the first addition to the Amtrak sleeper fleet in more than 25 years. Amtrak operates the *Cardinal*, *City of New Orleans*, *Crescent*, *Silver Meteor* and *Silver Star* serving major cities East of Chicago including Atlanta, Charleston, S.C., Cincinnati, Indianapolis, Memphis, Tenn., Miami, New Orleans, New York, Orlando, Fla., Savannah, Ga., and Washington, DC.



CN TO BUY CSX LINE LINKING MONTREAL AND SYRACUSE, N.Y.

MONTREAL, Aug. 29, 2019, Trains News Wire – Canadian National will purchase CSX

Transportation's line linking the Syracuse, N.Y., area with Montreal. The deal comes just weeks after the railroads announced they would begin joint intermodal service this fall linking Toronto and Montreal with New York, New Jersey, and Philadelphia.

"CN is excited to be expanding its reach in New York," CN CEO JJ Ruest said in a statement. "With this acquisition from CSX, we are opening up new opportunities for our existing customers and local businesses who will be able to access new markets through CN's unique three coasts network. By acquiring the Massena rail line, CN continues to expand our network and foster additional supply chain solutions. CN is pleased to welcome communities along the Massena rail line to its family and we look forward to meeting our new neighbors."

Terms of the deal were not disclosed.

The line sale, announced on Thursday, is part of CSX's ongoing effort to spin off low-density routes that are not considered core to its system. The route was among those put out to bid last year.

"An estimated 60 employees will be impacted by the transaction, and we are working with them to provide support throughout the transition," CSX said in a statement. "We are confident in the ability of CN to provide safe and effective service for our valued customers on the Massena Line. The transaction is subject to regulatory approval."

The deal will not allow CN to directly interchange with short line New York, Susquehanna & Western in Syracuse, according to people familiar with the matter.

The 40-mph CSX Saint Lawrence and Montreal subdivisions total more than 220 miles of track. CN said the line purchase includes trackage from Valleyfield, Quebec, to Woodard, N.Y., which is just north of Syracuse and

is a connection with the former New York Central Water Level Route.

The new intermodal service set to begin on Oct. 7 will ride existing trains that CSX and CN use for interchange at Buffalo, N.Y., and Huntingdon, Quebec. The line sale will give CN a reasonable revenue division on the intermodal traffic to and from Montreal, which otherwise would have run only a few miles on CN rails.

The Massena Line currently sees one CSX manifest train in each direction linking Montreal and Selkirk, N.Y., plus locals. CN officials view the purchase as a growth opportunity.

But it's also seen as a defensive move that eliminates the possibility of another railroad using CSX's failed intermodal terminal in Valleyfield, Quebec. The \$100 million terminal, which opened in 2015 but never lived up to volume expectations, will officially close in October.

In 2015 CN and Montreal economic officials raised concerns over \$11 million in subsidies CSX received from Quebec to build the terminal, which was viewed as a threat to the Port of Montreal.

This is not the first time CN has been interested in the Massena line. When CSX and Norfolk Southern were carving up Conrail in the late 1990s, CN sought to have the line divested so it could create a Montreal-New Jersey route in conjunction with the NYS&W.

CSX UPGRADING 25 SD70ACs

HUNTINGTON, W.Va., Sept. 3, 2019, Trains News Wire — CSX's fleet of aging SD70AC locomotives has mostly sat stored for the last several years, but a new upgrade program could see the diesels return to the road for years to come.

CSX's Huntington Heavy Repair shop in West Virginia is reworking more than a dozen EMD SD70ACs and the first finished product could return to revenue service in early September. Jonathan Karson, a shift plant superintendent at Huntington, tells Trains News Wire that the program is more of an upgrade for the diesels than a rebuild. The primary drive, Karson says, is the new Mitsubishi MELCO control systems which are replacing the original Siemens control systems in the SD70ACs. Karson says the hope is that the new systems will enhance performance of the SD70AC fleet.



CSX IS UPGRADING 25 SD70ACs AT HUNTINGTON, W.VA. - CHRIS ANDERSON

A total of 25 units will see the upgrade. The EMD 710 prime movers are also being rebuilt with a refurbished engine block and all new components, and the locomotive cabs are being redone with new floors and ceilings, LED lighting and new display screens, among other upgrades. Karson says a new CCB2 airbrake system is being installed, and the trucks are also

being rebuilt or replaced with new wheel sets being added. Karson says the upgrades will result in newer components being on the locomotives making it easier to service and replace parts. "The system is primarily the same as far as mechanically, as far as working on them, but the parts are easy to get, too," Karson says.

A new camera system is also being installed in each upgraded locomotive and the first 10 rebuilds will have an electric refrigerator installed in the cab. Once a stripped down SD70AC enters the rebuild process, it takes about six weeks to complete and return it to revenue service, Karson says.

In tests, throttle response in the locomotive has improved. "It's a lot smoother ride. You've got a better transference of power from the engine to the wheel," Karson says. "A big difference is tractive effort and from what one of our electricians was telling us, he noticed that big difference in the response time with the throttle and you don't get that jumpiness and

hesitation."

Karson says the CSX SD70AC fleet is, structurally, in good condition, which has helped in moving the project along. He says the current plan is to have the first upgraded SD70AC back in revenue service in the first week of September. He said the plans call for 15 of the locomotives to be upgraded by the end of 2019 and another 10 to be completed in 2020. "These initial 25 will be a data collection bed for the first 12 months or so," Karson says. "It would be impractical to try to do each and every one right now, and we typically have some sort of test bed with any project we do. We did that with the (SD40-3) program and that's what we're doing here. Once the data is collected from that, a determination will be reached whether it will be worth it to do to the rest of the fleet."

The Huntington shops will add a special decal onto each upgraded SD70AC to distinguish the locomotive from those not included in the program. CSX currently rosters approximately 200 SD70ACs in the railroad's 4500 series and in the number series 4700-4830, being built from 1997 through 2006, according to the website The Diesel Shop. The 25 locomotives in the rebuild program are all in the 4500 series.

MEET THE ARTIST BEHIND CSX'S COMMEMORATIVE UNITS: TYLER HARDIN

HUNTINGTON, W.Va., Sept. 5, 2019, Trains News Wire (Edited) — Sitting in the darkness at a picnic table under a shed at CSX's Huntington Heavy Repair shop, Tyler Hardin's face lights up when he recalls where his love for art began.

"The railroad is where I got my start as a kid, the CSX Cincinnati-Corbin mainline running in front of my grandparents' house ... I'd sit out (on their porch) and draw trains on old typewriter paper as they went by." The drawings were the products of a kindergarten-aged child sketching next to his grandfather, who encouraged his grandson's interest in art. The diesels somewhat resembled race cars in those drawings, but those two-dimensional pictures of CSX locomotives, auto racks and orange Tropicana reefers on 10-foot strands of paper eventually evolved into rudimentary 3D sketches the now-27-year-old Hardin says laughingly "look terrible when you look back on them."

Now, by day, Hardin is a factory worker, employed at Toyota's massive manufacturing facility in Georgetown, Ky. By night, he is a graphic designer who has already left his fingerprints on numerous high-profile railroading and railfanning events over the past several years.

Hardin's name is now familiar with thousands of railfans, thanks, in large part, to his work with CSX on its growing fleet of specially-painted locomotives honoring veterans and first responders. The railroad rolled out locomotives the "Spirit of Our Armed Forces" No. 1776 — decked out in a camouflage paint scheme — and the "Spirit of Our First Responders" No. 911 — wearing a fire truck-inspired paint job — on April 30 at the Huntington shops in West Virginia. On August 22, the newest addition, CSXT 3194, the "Spirit of Our Law Enforcement", wearing black-and-blue dress, rolled out of Huntington. Hardin, now three times out with special paint schemes for CSX, is still in awe that he gets to have a hand — the heaviest hand — in the ultimate designs of the special schemes.

"I could see it, touch it, feel it, but there's something about this that still feels like a dream," he says. "... What did I do to deserve this?"

Hardin first became known to CSX in 2015. A designer and artist in his early 20s at the time, he began attempting to make contacts within CSX. After two-and-a-half years of posting photos of CSX trains and equipment to social media, some with what he says were "corny, inspirational" phrases attached, he finally caught the attention of an executive in the pre-Hunter Harrison CSX corporate office in Jacksonville, and that led to him selling 10 photos to the company. "Through my bull-headedness, I finally got someone to notice me," Hardin says. The young designer felt his foot enter the proverbial door at CSX. Shortly after, however, Harrison took control at the railroad and "everything went radio-silent after that," Hardin says, and he didn't hear back from the railroad for about a year.

Enter CSX's Eric Hendrickson.

The relationship between Hendrickson, the network planning and special projects director for CSX, and Hardin began in 2015. The two met and became acquaintances, with Hardin sharing tips with Hendrickson on railfanning the rail lines slicing through Kentucky between Cincinnati and the Tennessee border. By then, Hardin's talent was already known to Hendrickson, who saw an opportunity with the young designer.



TYLER HARDIN WITH ONE OF THE THREE COMMEMORATIVE UNITS HE'S DESIGNED FOR CSX - CHRIS ANDERSON

When the plans for the 75th CSX Santa Train were being laid out in 2016, Hendrickson commissioned Hardin to design a special logo commemorating the newly-restored Clinchfield Railroad EMD F7 No. 800 and Clinchfield SD45 No. 3632 leading the Santa Train. Hendrickson also tasked Hardin with designing posters commemorating the event

and featuring the 800 and 3632. It was then that Hardin made his first trip to Huntington to get a closer look at the 800 for the poster design. "I figured this was a once-in-a-lifetime deal to come out here, have a lot of fun, take pictures of everything and that'll be it," he says. The art-deco posters that resulted, which were sold as a fundraiser for the Kingsport (Tennessee) Chamber of Commerce's Santa Train Scholarship, were overwhelming hits, selling out the initial 5,000-sheet run and forcing a second run and raising tens of thousands of dollars for the scholarship fund. Hendrickson says the posters elicited tears of joy in Jacksonville. Tyler Hardin was, metaphorically, back in the building with CSX.

"It helps that he's a railfan because you almost need that railfan mentality to do some of these things," Hendrickson says. "You can have a graphics designer, they can design you anything you want but it's not going to really convey the message for what our industry is or what we're trying to do and make it fit. Tyler understands that right off the bat ... and he'll draw it and it fits our needs perfectly."

The following two years were busy for Hardin. He took on design jobs for numerous businesses and politicians seeking re-election — Hardin proudly says each candidate won their respective race. In late 2018, the idea for the commemorative schemes at CSX began swirling around Hendrickson's head. Now a close friend and confidant — "It's hard not to love the guy" — Hendrickson looked toward his humble designer from Kentucky.

Hardin immediately became a fixture around the Huntington shops, getting to know the shop crews, particularly those working in the paint booth. Once believing his only trip to Huntington would be for the Clinchfield 800 project, he's now quite comfortable there. "It's kind of like coming home because you walk in, everybody knows your name, it's kind of like the theme song from 'Cheers,'" Hardin says smiling. "...They're like, 'Oh, man, what's coming next?'"



NORFOLK SOUTHERN AXES ABOUT 230 WORKERS IN PENNSYLVANIA AND VIRGINIA

ALTOONA, Pa., Sept. 3, 2019, Trains News Wire — At least 230 Norfolk Southern railroaders are out of work this afternoon after they've been told they've been furloughed, media outlets in Altoona, and Roanoke, Va., report.

Norfolk Southern media officials confirmed a statement published by WTAJ-TV, central Pennsylvania's CBS-affiliate, that says, in part: "In today's rapidly changing environment, Norfolk Southern continues to focus on ensuring that we have the optimal number of people and assets at every location across our system in order to operate safely and efficiently. As we

execute our new strategic plan, we expect that targeted hiring and furloughing will remain components of our operating model."

Nearly identical wording was used in a statement attributed to NS and published by WSL5-TV, Roanoke's NBC affiliate, but with the location and number of people affected changed.

Altoona's workforce is set to be cut by 100 people while 130 will be let go in Roanoke. Both television outlets reported that the cities had experienced previous job cuts in May and April, respectively.

NORFOLK SOUTHERN BEGINS MOVING MORE BULK TRAFFIC INTO MERCHANDISE NETWORK

BOSTON, Sept. 5, 2019, Trains News Wire — Norfolk Southern is working to shift some bulk traffic into its merchandise network as a second phase of its Precision Scheduled Railroading operating plan kicks in.

The TOP21 plan, which was implemented across the railroad on July 1, reduced the number of through trains by more than 10% as tonnage moves on fewer but longer trains that rely on distributed power.

Now, Chief Marketing Officer Alan Shaw told an investor conference on Wednesday, NS is working to blend some bulk traffic into regularly scheduled merchandise trains. It's also working to increase the productivity of yard and local crews.

The third phase, expected to come next year, will take aim at intermodal train efficiency.

NS continues to seek other opportunities to trim costs as the operating plan requires smaller car and locomotive fleets — and smaller maintenance forces. With 15,000 freight cars and 700 locomotives in storage, NS this week laid off 285 mechanical department employees across the system, Shaw says.

Traffic volumes on NS, as with the rest of the big U.S. Class I systems, remain under pressure from reduced demand for coal, tougher competition from trucks, and lingering uncertainty over trade disputes.

For the quarter to date, NS volume is down 3% overall, with intermodal off 5% and coal down 15%. Every merchandise sector — including agriculture, chemicals, forest products, and metals and construction — is down except for automotive business, which is up 3%.

NS expects third-quarter volumes to be down compared to last year, but believes fourth-quarter volumes will be flat thanks to growth in intermodal and automotive shipments compared to 2018, Shaw says.

The railroad has not chased volume or reduced intermodal rates as trucking rates have fallen, Shaw says. In fact, over the past nine months, intermodal pricing has been the strongest it's been in eight years, Shaw says.

Construction of the new NS headquarters building in Atlanta continues on schedule, with the railroad expected to move from Norfolk, Va., during the summer of 2021. The finance department and executive team has already moved to NS office space in Atlanta, Shaw says.

Shaw spoke at the Cowen & Co. 12th Annual Global Transportation Conference.

NORFOLK SOUTHERN, OFFICIALS WORK TO TRY AND EXPAND PASSENGER RAIL SERVICE IN WESTERN PENNSYLVANIA

ALTOONA, PA., Aug. 30, 2019, Railway Track & Structures - A standing room only crowd at a Pennsylvania House Transportation Committee hearing is proof that the topic of increasing passenger rail service in western Pennsylvania is a hot one.

That was the scene at the Altoona Railroaders Memorial Museum, where eight state representatives talked about the possibility of expanding service between Pittsburgh and Harrisburg. A 2014 study revealed the cost of such expansion would be huge—up to \$3.7 billion. Not included in the price tag are right-of-way costs, environmental remediation and compensation to Norfolk Southern, which owns the track. State officials are working with Norfolk Southern, which is open to passenger rail on its line, to come up

with a possible remedy.

Norfolk Southern, however, says inserting passenger rail service on its line must not interfere with freight schedules, and admits the move will be a complicated one. Currently there are 40 to 60 freight trains a day running the Pittsburgh to Harrisburg line, so a separate track might have to be constructed for passenger trains. The Pennsylvania DOT is working with Norfolk Southern with a possible schedule and an estimate on the capital costs, but the process could take up to a year.

The demand is there. Pittsburgh is expected to have thousands of job openings over the next few years, and passenger rail expansion could help people from Greensburg, Latrobe, Johnstown and Altoona reach those jobs. Officials also believe passenger train expansion would help the local economy.

FRA REPORT CONFIRMS NORFOLK SOUTHERN DERAILMENT IN PITTSBURGH COULD HAVE BEEN PREVENTED

PITTSBURGH, Sept. 6, 2019, Railway Track & Structures - A Norfolk Southern Railway train derailment at Pittsburgh's Station Square last year could have been prevented. According to a Federal Railroad Administration (FRA) report, a broken rail was discovered weeks before the accident.

In an 11-page report, the FRA concluded that Sperry Rail Service failed to investigate further after an ultrasound inspection revealed a detail fracture on July 16, 2018. A detail fracture is a progressive break beginning at or near the rail surface. The rail passed a visual inspection on Aug. 3, but the Norfolk Southern train derailed two days later. Freight fell on light-rail tracks below.

The report revealed that rail-testing experts believe the operator should have performed further tests on the rail. A rail anchor may have limited the movement of the broken rail, allowing trains to pass over it until the derailment happened. A 16-in. piece of rail broke.

The railroad tracks were closed for four days following the derailment, causing almost \$1 million in track and equipment damage. The light-rail system at Station Square, located below the freight line, was shut down for three weeks, and the Port Authority of Allegheny County is seeking \$3 million in damages.

Sperry Rail Service, a train inspection contractor, also was involved in a 2015 accident when a portion of a CSX train derailed in Mount Carbon, W.Va. Over 360,000 gal of crude oil spilled due to the derailment and 1,000 residents had to evacuate. Similar to the situation in Pittsburgh, ultrasounds showed a flawed portion of the track months before the derailment, but the operator failed to go in for a closer look. He told the FRA he thought the images showed rough track, not a defect. CSX and Sperry were fined \$25,000.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN OCTOBER

Oct. 9, 1907 - PRR Board approves plan for new yard between Pavonia and Fish House (Pavonia Yard) on Amboy Division.

Oct. 25, 1912 - Locomotive pulling Pres. McCrea's special train derails in Chicago Union Station yards; McCrea thrown from seat; goes forward and is found by reporters on hands and knees peering under locomotive.

Oct. 24, 1917 - PRR Board authorizes abandonment of 40th Street Station in West Philadelphia.

Oct. 1922 - PRR replaces last wooden dining cars; dining car fleet can now serve 4,236 people at one sitting; 1,555 employees of Dining Car Dept. serves 3,515,500 meals a year.

Oct. 2, 1927 - \$2.5 million line relocation completed on Columbia & Port Deposit between Port Deposit and Rock Run account construction of

Conowingo Dam; temporary tracks opened through Port Deposit pending settlement of dispute over grade crossing elimination.

Oct. 1, 1932 - LIRR begins store-door collection and delivery service at New York City, contracting with Railway Express Agency.

Oct. 13, 1937 - PRR Board authorizes track and interlocking changes at Harrisburg needed for electrification, including abandoning "DO" and "V" Interlockings.

Oct. 10, 1942 - PRSL ceases operation of ex-PRR line between 51st Street, Ocean City, and Sea Isle City because of deterioration of the Corsons Inlet bridge.

Oct. 4, 1947 - Last run of weekday passenger service between Phillipsburg, N.J., and East Stroudsburg, Pa. on Bel-Del Branch; Sunday service retained for Pocono vacationers.

Oct. 6, 1952 - PRR announces that it will assign special "Supervisors of Service" to oversee all aspects of the *Broadway*, *Cincinnati Limited*, *Red Arrow*, *Liberty Limited*, *General-Trail Blazer*, "*Spirit of St. Louis*", and *Pittsburgher*; are to ride their trains at least twice a week.


Oct. 20, 1957 - Last PRR steam excursion operates from Baltimore to Northumberland, Pa. behind L1 No. 520; excursionists view PRR Historical Collection of steam locomotives and cars.

Oct. 29, 1962 - SEPACT establishes named commuter trains on Chestnut Hill Line: *Carpenter Express* and *Queen Lane Express* (eastbound) and *Penn Center Express* (westbound).

Oct. 29, 1967 - Speed limit of GG1s in Northeast Corridor increased to 100 MPH; running time of *The Afternoon Congressional* reduced from 3 hours:35 minutes to 3 hours:20 minutes; fastest time with conventional equipment; GG1's No. 4483-4938 are equipped with 100 MPH gears and Nos. 4864-4882 with 90 MPH gears.


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

EFFECTIVE OCTOBER 30, 1966



Passenger Train Schedules, Accommodations, Fares

You're right in the heart of the city—when you arrive on the Pennsy



FORM 1 Effective October 30, 1966

TIMETABLE 10-19

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



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.lwvrhs.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.

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

Saturday & Sunday, Oct. 12-13, 2019

Return of Steam on the Allentown & Auburn Railroad using Jeddo Coal Co. No. 85. Info: www.allentownandauburnrr.com/event/return-of-steam/

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

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

Thursday-Saturday, Oct. 17-19, 2019

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

Sunday, Nov. 3, 2019

Daylight Saving Time ends - turn your clocks BACK one hour

Thursday-Sunday, Nov. 7-10, 2019

2019 NRHS Fall Conference in Dallas, Texas. Info: www.nrhs.com

Saturday & Sunday, Nov. 9-10, 2019

First Frost Train Meet at the Allentown Fairgrounds, 1925 W. Chew St., Allentown, PA 18104. Info: www.allentowntrainmeet.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.brassexpo.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**

Sunday, Oct. 6, 2019 - Garden Railways Tour

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

Saturday, Oct. 19, 2019 - Trains & Treats

Saturday, Oct. 26, 2019 - Railroading Merit Badge Fall Workshop

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

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

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



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

1-866-725-9666

Friday thru Oct. 18, 2019 - Hostling 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
Friday-Monday, Oct. 4-7, 2019 - Raifan 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
Saturday-Sunday, Nov. 23-24, 29-30, 2019 - Santa's Paradise Express
Saturday-Sunday, Dec. 1, 7-8, 14-15, 21-22, 2019 - Santa's Paradise Express
Thursday-Friday, Dec. 5-6, 12-13, 2019 - The Night Before Christmas Train
Various, Dec. 13, 19, 20, 23, 2019 - Santa's Christmas Trolley
Various, Dec. 18-23, 2019 - The Night Before Christmas Train
Saturday-Sunday, Dec. 21-22, 2019 - Christmas Feast

Christiana Freight Station for Christmas starting at 7:30 p.m. The Christiana Freight Station Open House event will be Saturday, December 14 and Sunday, December 15. There will be hay rides; Santa will stop in for a visit; and food. The Open House will be a joint event with the Lions Club. Monday, December 16 will be the Chapter's Annual Christmas Party. Glenn Kendig announced the Chapter will also have the Christiana Freight Station Open House on Sunday, December 29 from 1:00 p.m. to 5:00 p.m.

ANNOUNCEMENTS: Steve Himpl announced the cabooses has real steps to step up into the cabooses. No more step boxes. Tom Shenk announced the Lancaster newspaper had a picture and article about the small town of Christiana and how the railroad was shaped by this early transportation during the Civil War in 1833. Tom Shenk framed the article and it is now hanging on the wall in the Christiana Freight Station. Doris and Marlyn Geesey would like to invite everyone to come to their Garden Railroad on Saturday, September 28 starting at 12 noon. If it is raining, the open house will be cancelled.

ADJOURNMENT: The Chapter Meeting was adjourned at 4:00 p.m.

Respectfully submitted by Donetta M. Eberly Secretary



SEPTEMBER, 2019 CHAPTER MEETING MINUTES

The Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Sunday, September 15, 2019. The meeting was called to order at 3:50 p.m. by President Tom Shenk with 40 members present.

MINUTES: President Tom Shenk asked for a motion to approve the August Chapter Membership Meeting Minutes. Evan Russell approved the motion and Doug Henry seconded the motion. The August Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

EDITOR: Editor Ed Mayover is resigning as Editor of the Lancaster Chapter newsletter due to his health. Ed announced the October issue of the newsletter will be his last. The Chapter can't thank you enough for all your years and countless hours getting the newsletter together.

CHAPLAIN: On behalf of the Chapter, Doris Geesey sent Nelson Strobel a Get Well card. Doris sent a card to Dave Woerner. He has been having poor circulation problems. Doris also sent a Get Well card to Pastor Irvan Straw in July. Mr. Straw passed away and a Sympathy card was sent to his wife.

DONATIONS: Steve Himpl 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. Steve announced donations of books were received from Roberta Ballard.

VENDORS AND CRAFT SHOW: Steve Himpl announced the Vendors and Craft Fair 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 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. There are 4 spaces left for the show. If the weather is nice vendors can set up outside the Freight Station.

UPCOMING DATES: Monday, October 21 Chapter Membership Meeting will be held at the Christiana Freight Station. John Brown will be presenting the program. Friday, November 22, will be the Chapter's Annual Banquet at the Bird-In-Hand Restaurant. Thursday, December 5, will be decorating of



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



PHOTO SHOOT AT EAST BROAD TOP IS FIRST IN A DECADE

ORBISONIA, Pa., Sept. 16, 2019, Trains News Wire — The first East Broad Top Railroad photo event in nearly a decade will offer afternoon and evening shots of a 1918 steam locomotive on the EBT turntable and of the Pennsylvania narrow-gauge railroad's 1927 gas-electric unit in multiple locations around the Rockhill Furnace yard. Antique vehicles and costumed crew members will be on hand, and lighting experts will help create nighttime shooting opportunities in and around the roundhouse.

No. 17, a Baldwin-built Mikado, is expected to have pride of place on the turntable, allowing it to be in the foreground or background of shots from numerous angles in the yard and in the roundhouse. No. 17 pulled the EBT's last mainline coal trains in March of 1956, and was a popular draw after the railroad reopened as a tourist line in 1960. The locomotive last ran in 2001.

The gas-electric unit, M-1, was built in the East Broad Top's shops with plans and components from Brill and Westinghouse. The M-1 carried passengers, mail, and packages, and could tow a coach or pull several coal hoppers as needed. It was the only such piece of equipment built for an American narrow-gauge railroad, and remains operable today.

The East Broad Top will spot other equipment around the yard for the event, and some may be moved during the day to provide variety for photographers. No rides will be offered on any equipment.

The event will take place Saturday, Nov. 2 and will be limited to 30 photographers. It will begin at 1 p.m., with a dinner break about 4:30 and dusk and night photo opportunities afterward. The cost will be \$149 per person. Dinner will be available at the neighboring Iron Rail Bed & Breakfast for a \$15 donation. To make a reservation or seek further information, send an email to Lawrence Biemiller (biemiller@mac.com).

The 33-mile-long East Broad Top was built from 1872 to 1874 to bring coal to a big new iron furnace then under construction, but it also carried general freight as well as passengers and the U.S. mail. Although the furnace closed in the early 1900s, demand for clean-burning Broad Top Mountain coal kept the railroad busy into the 1950s. After 1953, the EBT was the only remaining narrow-gauge railroad east of the Rocky Mountains. The line is a National Historic Landmark and is on the National Register of

Historic Places.

The EBT has been closed since the end of 2011 and is for sale by its longtime owners, the Kovalchick family of Indiana, Pa., who have preserved the railroad since Nick Kovalchick bought it in 1956. The current owners are Joe and Judy Kovalchick. The railroad has also enjoyed years of support from the volunteers of the Friends of the East Broad Top.



PROPOSED BAN ON CHINESE RAILCARS GETS WHITE HOUSE SUPPORT

WASHINGTON, Sept. 9, 2019, Trains News Wire — Bipartisan legislation that would prohibit the use of federal funds to buy transit vehicles from state-owned Chinese manufacturers appears

closer to passing after the White House voiced its support in a letter to Congress.

Both the House and Senate attached similar amendments to the annual defense authorization bill, which must be enacted by Oct. 1, 2019. They differ only in that the House version applies strictly to rail vehicles while the Senate version also includes buses.

"It is critical that such prohibitions cover procurement of all rolling stock transit vehicles to ensure the Nation's economic and national security and to prevent the use of Federal dollars to support foreign state-controlled enterprises," states the letter from Russell Vought, acting director of the Office of Management and Budget, endorsing the Senate's broader language.

The key target of the legislation is Chinese railcar maker CRRC Corp., which currently has contracts with the Massachusetts Bay Transportation Authority, the Southeastern Pennsylvania Transportation Authority, the Chicago Transit Authority and LA Metro. Those contracts would be grandfathered in.

Of greater concern to those transit agencies is the continuing viability of CRRC to maintain its business in the United States, says the MBTA's general manager, Steve Poflak. Warranty issues, future upgrades or other continuing needs could be compromised if the company left the U.S.

Steelworkers, the steel industry, freight car manufacturers and the Alliance for American Manufacturing have spent heavily to lobby Congress for the ban.

In passing the Senate bill, Sen. John Cornyn said, "China poses a clear and present danger to our national security and has already infiltrated our rail and bus manufacturing industries."

CRRC manufactures railcars, starting from steel shells imported from China, at plants in Chicago and Springfield, Massachusetts. Marina Popovic, legal counsel for CRRC Sifang America, the company's Chicago subsidiary, tells Trains that "it takes very seriously the fact that it needs to be in the United States to be a U.S. manufacturer."

The legislation also requires transit agencies to develop cybersecurity plans and identify hardware and software that should be tested by an independent third party.

A House-Senate conference committee will meet soon to finalize the appropriations bill before sending it to the president for his signature

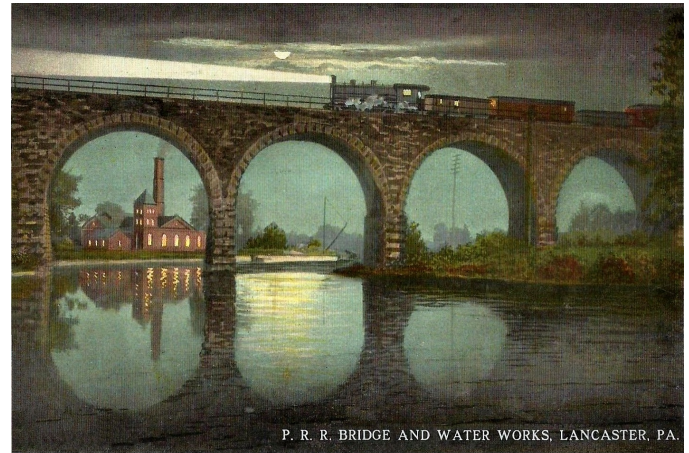
THIS MONTH'S BANNER PHOTO

Pennsylvania Railroad GG1 No. 4910 at the 68th Army-Navy Game in South Philadelphia on December 2, 1967. Navy won 19-14. Photo by Al Chione.



OPERATION LIFESAVER REMINDS YOU...

Railroad tracks, trestles, yards and rights-of-way are private property.



HAPPY HALLOWEEN! BEWARE OF GHOSTS AND GOBLINS ALONG THE TRACKS AND IN THE STATIONS!

WHEN TRAVELING EAST
P. R. R. THROUGH
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If your destination is in the vicinity of the Philadelphia Main Line and surrounding towns—you will find that most Eastbound Pennsylvania Railroad through trains stop at PAOLI, in the heart of this section. Convenient local train connections for Main Line stations may be made from PAOLI, and by taxi or your own private conveyance this station is within easy drive of Phoenixville, Norristown, Kennett Square, West Chester, Chester, Wilmington, etc.

PENNSYLVANIA RAILROAD

A-C MOTOR STOP

END OF THE LINE

After a wonderful 14-year run as Editor of the Lancaster Dispatcher, my train has reached the end of the line. Health and family issues dictate that it's time to take a break from the newsletter. I want to sincerely thank all of the Chapter members for their kind comments and encouragement through the years - it's most gratifying! I hope that you have enjoyed the Lancaster Dispatcher as much as I have enjoyed producing it. As we said on the railroad, "Ed Mayover, Signing Off!"

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

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 FRT. STA.- CHAPTER MEETING, ELECTION OF OFFICERS

CHAPTER MEMBER JOHN BROWN WILL PRESENT A PROGRAM ABOUT THE READING & COLUMBIA RAILROAD

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 - LIGHT UP CHRISTIANA - LIONS CLUB EVENTS WITH HAY RIDES & SANTA

DECEMBER 15, 2019 - SUNDAY - CHRISTIANA FREIGHT STATION - OPEN HOUSE

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

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

1958

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PENNSYLVANIA RAILROAD

1958 PENNSYLVANIA RAILROAD DESK CALENDAR MODIFIED FOR 2020. PICTURE IS CONWAY YARD NEAR PITTSBURGH



**LANCASTER CHAPTER, INC., N.R.H.S.
ANNUAL BANQUET
FRIDAY EVENING, NOVEMBER 22, 2019**



**BIRD-IN-HAND FAMILY RESTAURANT & BANQUET CENTER
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6:00 PM - DOORS OPEN - LIGHT APPETIZERS SERVED

6:00 PM - 7:00 PM SOCIAL HOUR

6:30 PM - DOOR PRIZES

7:00 PM - FAMILY-STYLE MEAL

PROGRAM AFTER MEAL

PROGRAM



LINN W. MOEDINGER, FORMER PRESIDENT OF THE STRASBURG RAIL ROAD, WILL PRESENT AN INTERESTING PROGRAM ON No. 89 AND THE HURRICANE AGNES FLOOD OF 1972

THE ANNUAL BANQUET COST FOR 2019 IS \$25.00 PER PERSON

**TICKETS WILL BE AVAILABLE AT THE OCTOBER 21ST CHAPTER MEMBERSHIP MEETING
OR, YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE
ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 8, 2019**



NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

NO. OF SEATS _____ @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

**MAIL TO: LANCASTER CHAPTER, N.R.H.S.
C/O THOMAS SHENK
11 MARQUIS COURT
LITITZ, PA 17543**

**INFORMATION:
TOM SHENK
OFFICE DIRECT - 717-945-5025
CELL - 717-314-4448**

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CHAPLAIN: CELL PHONE 717-683-3053

**CHAPTER MEMBERSHIP MEETING
ELECTION OF 2019-2020 OFFICERS**

**LANCASTER CHAPTER, INC., N.R.H.S.
 CHRISTIANA FREIGHT STATION
 10 RAILROAD AVE., CHRISTIANA, PA.
 MONDAY, OCTOBER 21, 2019
 STARTING AT 7:30 PM**

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



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