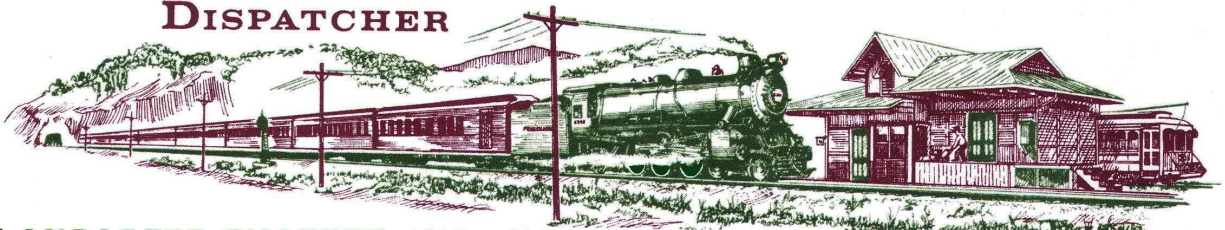


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December 2019

The **PENNSY**

THE PENNSYLVANIA RAILROAD COMPANY, ROOM 1417
SUBURBAN STATION BUILDING, PHILADELPHIA 4, PA.

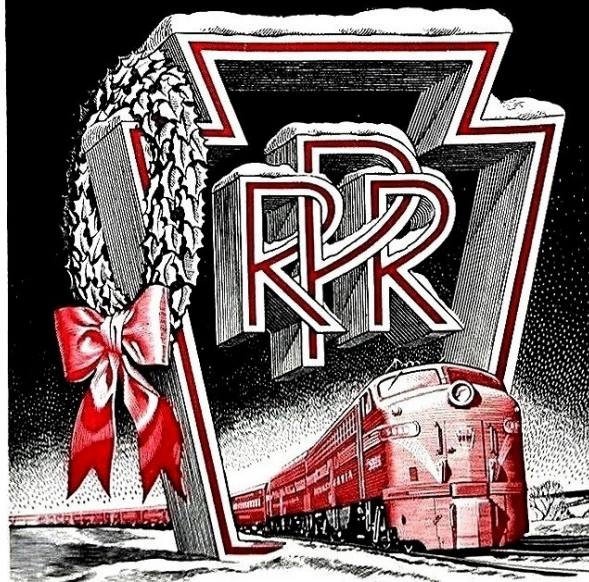
HOW PENNSY MEN AND WOMEN SAY
"Merry Christmas!"

HOLIDAYS are busy days for all of us on the PRR. Night and day, round the clock we're helping people plan home-coming trips . . . giving them a hand aboard . . . speeding trains in and out . . . keeping the right-of-way clear.

For months we've been laying plans to handle this peak period of traffic. Extra trains, extra crews, special arrangements are required to speed the thousands of eager travelers . . . move the mountains of gifts that brighten Christmas morn' . . . rush the millions of greeting cards and letters . . . deliver the express packages . . . bring in the food for festive tables.

Yes, it's a big job we do at Christmas. A very important one, too, in making the holidays happier for so many others.

Service is the watchword with PRR men and women *every* day of the year. But at Christmas-time in particular there's an added sense of pride and achievement in doing a job that means so much in making others happy . . . while building good will for ourselves.



PENNSYLVANIA RAILROAD

REAR COVER FROM THE PENNSY EMPLOYEE MAGAZINE - DECEMBER, 1954

MERRY CHRISTMAS FROM THE LANCASTER CHAPTER, INC., N.R.H.S.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”

Holiday Greetings



AMTRAK DELIVERS BEST OPERATING PERFORMANCE IN COMPANY HISTORY

WASHINGTON, Nov. 8, 2019, Amtrak MEDIACENTER – Through continued investment in safety and the customer experience, Amtrak delivered its best

operating performance in company history this past fiscal year. The company set new records for ridership, revenue, and financial performance on its path to achieve operational breakeven in fiscal year 2020. Preliminary results for fiscal year 2019 (Oct. 2018-Sept. 2019) include:

Safety: Implemented a Safety Management System and expanded Positive Train Control (PTC) operations, resulting in improvements in a broad range of safety metrics

Capital Investment [1]: \$1.6 billion, 9.4% higher than last year's investment

Ridership: Set a company record providing 32.5 million customer trips, a year-over-year increase of 800,000 passengers

Operating Earnings [1]: (\$29.8 million), The best operating performance in history, improving earnings by \$140.9 million or 82.6% over FY 2018, which was (\$170.6 million)

Total Operating Revenue [1]: \$3.3 billion, increased 3.6% over FY 2018



In fiscal year 2019, Amtrak was the first major U.S.-based railroad to implement a Safety Management System, a proactive approach to managing safety, resulting in significant improvements, including: a 26% reduction in customer incidents; 72% fewer serious employee injuries; a 10% reduction in Federal Railroad Administration reportable injuries; and a 3% reduction in trespasser and grade crossing incidents.

Additionally, PTC installation was completed on nearly all Amtrak-owned and controlled track.

Another driver of this year's success was the superior customer service delivered by Amtrak employees and a record \$1.6 billion investment on capital assets. This includes: refreshed equipment, including the entire Acela fleet and Amfleet II cars for Coach class along the East Coast; technology upgrades like updating the Amtrak mobile app and offering assigned seating; state-of-good-repair work on the Northeast Corridor (NEC) improved overall reliability and performance; station upgrades and enhanced lounges; and other customer-friendly benefits that support the long-term growth of intercity passenger rail.

Additionally, Amtrak is undertaking the largest fleet renewal in history. Manufacturing continues on the new Acela fleet, a contract was awarded for 75 new locomotives to replace some of our aging National Network locomotive fleet, and a Request for Proposals (RFP) was issued for a new fleet of single-level passenger rail vehicles.

Amtrak customers noticed the improvements, with nearly 9 out of 10 customers surveyed expressing overall satisfaction with their experience. Amtrak achieved a year-over-year increase in customer satisfaction scores in many categories, including clean train interiors, restroom cleanliness,

and information about delays. Acela and Northeast Regional customers noticed improvements and were increasingly likely to recommend Amtrak to family, friends, and colleagues.

Initial terminal performance was strong with 93% of trains across the system departing on time. The strongest performance was on the NEC, where trains departed on time from Washington, DC, more than 97% of the time.

NEC and State Supported lines all experienced record growth in ridership, with Acela leading the charge at 4.3%, Northeast Regional at 2.9% and State-Supported services at 2.4%. Long Distance ridership was up nearly 1%.

This year, Amtrak received a credit upgrade to 'A' from S&P and an affirmation of an 'A1' credit rating by Moody's, reflecting significantly reduced operating losses and a stronger balance sheet, with no net debt. Fiscal year 2019 is also the first full year in which all congressionally-mandated state and commuter partner cost-sharing agreements have been in effect.

“We are growing and modernizing Amtrak. We have an industry-leading safety program and have invested billions in improving the customer experience, resulting in more people choosing Amtrak as their preferred mode of transportation,” said Amtrak Board Chair Tony Coscia. “These changes have put us on track to breakeven in 2020, which would be a first in Amtrak's history.”

“We listened, we invested, we improved, and our customers are noticing a difference,” said Amtrak President & CEO Richard Anderson. “And we are not stopping. We have an aggressive plan to continue to advance our safety program, refresh train interiors, improve amenities, and renew stations and infrastructure.”

Amtrak highlights in fiscal year 2019 include:

Safety: Implemented a comprehensive Safety Management System, resulting in improvements in a broad range of safety metrics. Completed PTC implementation on all Amtrak-owned and controlled track, except for less than one mile of slow-speed track in the complex Chicago terminal area.

Equipment: Invested \$437 million to modernize and refresh the Amtrak fleet. Progressed manufacturing of the new Acela fleet currently underway in Hornell, New York; awarded a contract to purchase 75 new passenger diesel locomotives from Siemens to replace some of our aging National Network locomotive fleet; issued an RFP for a new fleet of single-level passenger rail vehicles to replace Amfleet I cars.

Stations: Invested \$143 million to improve the customer experience at several stations throughout the network, including: the installation of a state-of-the-art digital board at William H. Gray III 30th Street Station; enhanced Metropolitan Lounges in Washington Union Station, Boston South Station, Gray 30th Street Station, and the Great Hall at Chicago Union Station; upgraded stations to enhance the customer experience through the Customer Now program; reached commercial close for \$90 million of improvements at Baltimore Penn Station; and returned service to the historic Springfield (MA) Union Station, which included new passenger amenities.

Infrastructure: Invested \$713 million in infrastructure projects throughout the country that were completed safely, on time, and within budget to improve overall reliability and performance. These state-of-good-repair projects included the repair or replacement of 24,080 ft. of catenary hardware, 79,985 concrete ties, 1,784 bridge ties, and 283 miles of

high-speed surfacing.

Accessibility: Invested a record \$78 million on ADA-related design and construction improvement projects at more than 40 locations nationwide, advancing efforts to make stations universally accessible.

Technology: Invested more than \$110 million in technology, including an updated customer mobile app to make bookings and travel management faster and easier than ever before. Improved the on-board experience by offering assigned seating for customers traveling in Acela First class and started developing an omnichannel strategy to enable customers to easily complete purchases, access information and engage in transactions across multiple channels.

Product Upgrades: Launched Acela Nonstop, expanded weekend Acela frequencies, completed an extensive \$4 million refresh of train interiors on the entire Acela fleet, and fully-refreshed Amfleet II cars for Coach class along the East Coast.

Service: Collaborated with our state partners to expand the Amtrak network, including: launched the Valley Flyer (a new state-supported service in Western Massachusetts); adjusted the San Joaquins schedule to better accommodate weekend leisure travelers; increased schedules on the Northeast Regional to Norfolk, Virginia, and the Downeaster; and added a new Green Bay-Milwaukee Amtrak Thruway Bus Service connecting with the Hiawatha trains.

Sustainability: Exceeded or met all annual energy, fuel, recycling, and greenhouse gas emissions targets, with the support of all employees. Efforts such as lighting upgrades, reduced idling, and a focused recycling program helped Amtrak meet these targets and save money. Since 2010, Amtrak has reduced greenhouse gas emissions by 17%.

AMTRAK SUED OVER LEASE OF RETIRED LOCOMOTIVES

NEW YORK, Nov. 12, 2019, Trains News Wire — Two investment groups are suing Amtrak over \$92.7 million in payment they say they are due from the lease of eight Bombardier-Alstom HHP-8 electric locomotives.



NINE DECOMMISSIONED HHP-8 LOCOMOTIVES CROSS ROUTE 40 IN BEAR, DEL., IN A MARCH 27, 2017, WORK-TRAIN MOVE FROM AMTRAK'S FACILITIES IN BEAR TO THE COMPANY'S WILMINGTON, DEL., SHOPS - MICHAEL S. MURRAY

The suit filed last week in U.S. District Court for the Southern District of New York by Philip Morris Capital Corp. and HNB Investment Corp. claims Amtrak breached the lease contract by cannibalizing” the locomotives

“and otherwise improperly maintaining them. ... As a result, Plaintiffs have been wrongfully deprived at least the \$92,947,365 payment they timely demanded in December 2017.”

The suit, originally reported by Railway Age, says Amtrak decided in 2015 that maintenance and reliability issues with the HHP-8s made them unsuitable for use and retired them in 2016, triggering a provision in the lease entitling the leasing companies “all amounts due.” Amtrak said in December of that year that it would propose a buyout to resolve the issue by February 2017, but in January 2017, the suit says, “Amtrak replaced its [chief financial officer] and treasurer and began the campaign of duplicity and delay that forced this action.”

The 62-page complaint cites Amtrak maintenance reports and independent inspections to illustrate claims that parts had been removed from the locomotives, that required maintenance procedures were not conducted, and that the units were stored in unserviceable condition in breach of lease requirements.

Amtrak purchased a total of 15 HHP-8 locomotives, a dual-cab, 8,000-hp unit

delivered in 2001. Plagued by reliability issues, all were retired by February 2015. The units that are the subject of the lawsuit were leased through 2022.

AMTRAK RELEASES PHOTO OF NEW ACELA TRAINSET



A NEW ACELA TRAINSET AT ALSTOM'S HORNELL, N.Y., SHOPS - AMTRAK

HORNELL, N.Y., Nov. 14, 2019, Trains News Wire — Amtrak released a new photo today of a prototype high speed trainset being built in upstate New York.

France's Alstom is building the new Acela trainsets at its Hornell shops. The passenger sets with power cars are expected to enter service on the Northeast Corridor in 2021.

AMTRAK UNVEILS COCA-COLA DECORATED ELECTRIC LOCOMOTIVE

WASHINGTON, Nov. 14, 2019, Trains News Wire & P-RSL Historical Society Website - Amtrak has debuted a new look for Siemens ACS-64 No. 606: the colors of Coca-Cola. The locomotive has pulled the northbound Silver Meteor, train No. 98, up the Northeast Corridor on Thursday morning.



AMTRAK ACS-64 No. 606 POWERS TRAIN 98, THE NORTHBOUND SILVER METEOR AT BRIDESBURG, PA. ON NOV. 14, 2019 - PHOTO BY COCA-COLA COMPANY EMPLOYEE BEN KRANEFELD, USED WITH PERMISSION

The locomotive marks a new partnership with Coca-Cola, signalling the end of a long-running agreement for Pepsi to supply Amtrak's trains. Amtrak noted the change on its Facebook page

Wednesday, but as of Thursday morning has not issued a press release with additional information.

The photographer, Ben Kranefeld, refers to this photo as a "rolling holiday greeting."



CSX SANTA TRAIN MAKES 77TH JOURNEY

KINGSFORT, Tenn., Nov. 25, 2019, Trains News Wire — CSX's long-running Santa Train has put another trip in the books.

The railroad celebrated the 77th running of the Santa Train on Saturday in rainy conditions for most of the day. Despite the wet weather, large crowds still turned out trackside along the former Clinchfield Railroad main line, part of today's Kingsport Subdivision on CSX's Florence Division. The train was led by two of the railroad's former Amtrak F40PH-2 diesels, Nos. 9998 and 9993.

CSX's Eric Hendrickson, director of network planning and special projects with the railroad, says the rain only slightly affected the railroad's execution of the train, mainly forcing an even more intense focus on safety, for which he praised the safety team which guarded each of the train's stops. "If anything, the rain may have dampened down the crowd sizes just a little bit this year, but we still have a lot of people out for it," he says. "With our guys on the ground, there was just a more heightened focus on safety because when you've got people on or near wet ballast and rail, it can be very slippery. But those guys did a great job and there were no injuries, and everything went smoothly other than the rain."



CLINCHFIELD RAILROAD OFFICE CAR NO. 100 BRINGS UP THE MARKERS OF THE 77TH ANNUAL TRAIN AT CLINCHCO, VA., ON NOV. 23, 2019 - CHRIS ANDERSON

This year's train featured the return of a long-absent staple of Santa Train's past, Clinchfield Railroad office car No. 100, which has not been on the train for 37 years. The car served as this year's "Santa car," where Santa stood, tossing gifts off the rear of the train at 13 designated locations along its 110-mile Shelby, Ky., to

Kingsport, Tn., route. The addition of the car was the latest effort by CSX to acknowledge the Santa Train's Clinchfield heritage, efforts which also include the 2017 Santa Train being led by former Clinchfield EMD F7 No. 800. The CRR 100 is owned and newly-refurbished by the Watauga Valley Railroad Historical Society and Museum in Johnson City, Tenn. Hendrickson says the 1911-built Pullman diner was "perfect" and "exceeded (CSX's) needs" for the Santa Train with its high ceilings, which allowed for gifts to be stacked high near Santa for distribution. The train also featured Watauga Valley's former sleek stainless steel Southern Railway 1949 Pullman-built sleeper/lounge, Crescent Harbor, the last of three remaining Pullman cars built for the Southern and the only one of which is operational.

Country music legend Marty Stuart served as the celebrity guest for this year's train, along with his band, the Fabulous Superlatives. The Santa Train stood as Stuart's first train ride. Hendrickson says the musician approached him about riding the train after watching a documentary about the event and was overwhelmed by his experience riding through the former coal mining communities along the Santa Train's route through Eastern Kentucky and Southwest Virginia. "As much as you try to explain it to people, you can't really explain it until you actually see it," Hendrickson says. "Marty came to me and said, 'It was like a dream back there.' He was really taken over by all the kids and how happy they were to see Santa and the train. That's why we keep doing this."

Hendrickson added that he, himself, was struck by the generosity he saw in the crowds at the train's stops. "I really noticed it for the first time this year how generous and sharing everyone was. It seems like everyone was happy getting their one gift and letting others get their gift," he says. "You also had a lot of people handing gifts to people that may not have had one. It was amazing to witness that."

The Santa Train, which runs each year the Saturday before Thanksgiving, is a joint venture of CSX, the Kingsport Chamber of Commerce, Food City grocers, and several other sponsors. The items distributed from the train are all donated by numerous sponsors and donors.

CSX CAN GROW FASTER THAN THE ECONOMY OVER THE LONG TERM, CEO JIM FOOTE SAYS

NASHVILLE, Tenn., Nov. 14, 2019, Trains News Wire — Dramatic improvements in service reliability will enable CSX Transportation to grow faster than the overall economy over the long term, CEO Jim Foote told an

investor conference this week.

That would be an accomplishment: Since 2011, CSX's overall traffic volume has been flat while the U.S. gross domestic product grew 37%, according to a review of CSX volume figures and Federal Reserve economic data.

From 2011 through 2018, CSX's merchandise volume grew 1.7%, coal fell 42%, and intermodal surged 26%.

Foote says railroads have lost traffic to trucks over the years because their service wasn't reliable or consistent enough.

Now internal and independent surveys of CSX's customers show the railroad's service is much improved over the past two years, Foote says.

"What they're getting in terms of service quality today is off the charts," he says.

And that, he says, will position CSX for the next phase of its transformation: The railroad will begin to see above average growth in both volume and revenue.

Foote was asked if that meant the railroad would grow faster than GDP, the common measure of economic growth.

"Long term, yes, absolutely I think so," Foote says, pointing to opportunities in the railroad's merchandise network, which is less expensive than shipping by truck.

Two things will have to occur for growth to take off at CSX, Foote says.

First, merchandise service reliability, measured by trip plan compliance, will have to improve to around 90% to better compete with trucks. CSX is close, Foote says, but still has a ways to go.

"We will get that business when our service levels get reliable enough," Foote says, and customers regain trust that the railroad is dependable.

Second, the current economic headwinds will have to subside. Although consumer spending and confidence remain high with unemployment low, the industrial economy is sluggish amid ongoing trade uncertainty. Much of what moves in merchandise service supports the industrial economy, and rail traffic has notched broad declines month after month this year.

Foote notes that it's mid-November and the traditional fall intermodal peak has not materialized due to changing shipping patterns. "We're in the peak season and there's not a peak," he says.

Intermodal shipments on CSX are running at 98% to 99% compliance with trip plans for containers and trailers, measured from terminal cutoff to terminal availability, Foote says.

The railroad estimates that 10 million highway shipments annually are able to be diverted to its intermodal network, which carried 2.9 million containers and trailers last year.

Foote spoke at the Stephens Nashville Investment Conference on Nov. 13.



NORFOLK SOUTHERN REPORTS THIRD-QUARTER 2019 RESULTS

Norfolk, Va. - Oct 23, 2019, NS News - Norfolk Southern Corporation today reported third-quarter financial results.

Third-quarter net income was \$657 million and diluted earnings per share were \$2.49. The operating ratio for the quarter was 64.9%, a third-quarter record for NS. These results include a \$32 million write-off of a receivable resulting from a legal dispute, which unfavorably impacted the operating ratio by 110 basis points and earnings per share by \$0.09.

"Our team achieved a record third-quarter operating ratio while successfully rolling out the first phase of our TOP21 operating plan, followed by the swift transition to the plan's second phase. These efforts produced an 11% reduction in crew starts and reworks compared to the third-quarter last year, robustly outpacing the 6% volume decline while maintaining resilient service that supported an 11th consecutive quarter of year-over-year revenue per unit growth," said James A. Squires, Norfolk Southern

chairman, president and CEO. "Initiatives to reimagine mechanical operations while maintaining a more efficient fleet of locomotives and railcars also progressed, as these and other efforts delivered significant cost savings this quarter. Looking ahead, additional productivity will be generated as we advance to the third phase of TOP21 and execute initiatives surrounding fuel efficiency, distributed power, intermodal operations, and our mechanical network, just to name a few. Norfolk Southern remains fully dedicated to our strategic plan for the creation of shareholder value through sweeping productivity improvements while maintaining a superior service product for our customers."

Third-quarter summary and highlights

> Railway operating revenues of \$2.8 billion decreased 4% compared with third-quarter 2018, as a 2% increase in average revenue per unit partially offset a 6% decline in total volume.

> Railway operating expenses were \$1.8 billion, a decrease of \$82 million compared with the same period last year. Lower compensation and benefits, equipment rents, and fuel prices were partially offset by a \$32 million write-off of a receivable resulting from a legal dispute and increased depreciation expense.

> Income from railway operations was \$1.0 billion, a decrease of \$24 million year-over-year. The railway operating ratio was a third-quarter record 64.9%, despite the unfavorable impact of 110 basis points related to a legal dispute.

> Increased quarterly dividend by 9% from \$0.86 to \$0.94 per share.

NS TO DISPOSE OF EXECUTIVE F UNITS, OTHER ROSTER ODDITIES

ALTOONA, Pa., Nov. 12, 2019, Dan Cupper, Trains News Wire – Norfolk Southern has put its a-B-B-A set of executive F unit locomotives up for auction, according to an assets-disposition bidding sheet distributed on Nov. 6 and obtained by *Trains News Wire*.

Regularly assigned to NS's office car train, the quartet was acquired in 2006 and rebuilt to GP38-2 standards by the railroad's Juniata Locomotive Shop in Altoona, Pa. Since then, they have been based in Altoona, along with the company's 20-plus office cars. The locomotives wear a version of the former Southern Railway black-and-gray F unit paint scheme, with an image of the railroad's thoroughbred horse on the nose of each A unit. The cars wear the Norfolk & Western's classic Tuscan red paint with gold lettering. Southern, which merged with N&W in 1982 to create NS, was an early convert to diesel power, acquiring the demonstrator set of FT units that ran an 8,700-mile tour around the United States in 1939-1940. That performance widely proved the practicality of diesel-electric power in heavy freight service. Up to that time, it had been confined to lighter-duty passenger and switching service.

Built by the Electro-Motive Division of General Motors Corp. in 1952, the two A units, Nos. 270 and 271, began life as Baltimore & Ohio F7 locomotives. Rated at 1,800 hp, the A units were previously used by MARC, the Maryland Area Rail Commuter service. The B units, numbered 275 and 276 and rated at 2,000 hp, were built by EMD in 1950 for the Chicago Great Western.

The four were acquired during the administration of CEO Wick Moorman, along with three other Fs of Chicago & North Western, Canadian National, and Canadian Pacific heritage, which were stored for use as parts sources.

When NS acquired the units, it numbered the A units 4270-4271, as the highest-numbered Southern F7 unit was the 4269. The B units were numbered 4275-4276. Within the past year, the digit 4 was dropped from all four when NS's program to rebuild standard-cab General Electric C40-9 DC-powered units into 4000-series wide-nose AC44C6M AC-powered units grew to reach into the 4200 number series.

The A units featured a camera mounted in the windshield, to provide a closed-circuit signal to TV monitors back in the train. They are also equipped with positive train control.

The F-units led office car trains across the 19,500-mile, 22-state system, reaching New York, Chicago, and NS's headquarters city of Atlanta. They regularly made trips to the Masters Tournament at the Augusta National

Golf Club in Augusta, Ga., each April, and to the Kentucky Derby in Louisville each May. During each event, the parked train served as a hospitality suite.

They also pulled "Blue Ribbon Special" employee appreciation trains in 2011. In addition, they proudly represented NS at events and celebrations such as "Norfolk Southern Days" at the Railroad Museum of Pennsylvania, and the four-day "Streamliners at Spencer" gathering in 2014 at the North Carolina Transportation Museum in Spencer, N.C.

The disposition is not a complete surprise. In September, an NS office car train operated from Altoona to Atlanta behind NS 8099, the company's Southern Railway green-and-gold heritage unit. It was the first time since the F-units made their 2007 debut that such a train ran without them. The office-car fleet includes a power car to provide head-end-power, so it can be led by a non-equipped freight unit.

Other locomotives up for sale at the same time include former Reading Co. EMD SW1001s Nos. 2104-2105; six former-Southern Railway EMD MP15s Nos. 2362, 2386, 2393, 2398, and 2403; modified EMD MP15E No. 2423; RailPower RP20BD gensets Nos. 100-101; RP20CD genset No. 3830; NS BP4 No. 999, a battery-powered experimental unit built by Juniata in 2014; and partially disassembled SD40-2 No. 3463 (former BN/CEFX No. 7083).

Auction bids close on Nov. 20. The railroad will deliver the F units to the successful bidder anywhere on its lines.

Norfolk Southern has not responded to a request for comment.

NORFOLK SOUTHERN LAYS OFF 95 WORKERS AT ALTOONA SHOPS

ALTOONA, PA., Nov 6, 2019, Railway Track & Structures - Tuesday, November 5, was not a happy day for 153 Norfolk Southern workers. The railroad laid off 95 employees at the Juniata Locomotive Shop in Altoona, Pa., and 58 workers at the diesel shops at DeButts Yard in Chattanooga.

Here is Norfolk Southern's statement regarding the Altoona layoffs: "Today, Norfolk Southern's Mechanical Department announced furloughs for 95 employees at its Juniata Locomotive Shop. These furloughs are part of the railroad's organizational realignment announced earlier this year. Consistent with our strategic plan and current business levels, our ability to streamline operations and use fewer locomotives has required the difficult but necessary decision to reduce our locomotive mechanical forces due to the decreased demand for locomotive maintenance and repair. Norfolk Southern will continue to evaluate staffing needs as our business evolves. Furloughed employees may have the opportunity to apply for positions, as available, elsewhere on the NS system."

The *Altoona Mirror* reported that Robert Kutz, president of the Blair Bedford Central Labor Council, said "I am wondering when the hemorrhaging is going to stop. They told us there were definitely only going to be 50 more, but they went to 95. When will it stop? We've been taking this all season long. This is not a good trend." Norfolk Southern also laid off 100 Altoona workers on September 3, which, combined with yesterday's layoffs, brings total employment at Altoona Shops down to approximately 555.

Also concerned about the layoffs, Joe Hurd, president/CEO of the Blair County Chamber of Commerce said: "There's no easy way to lose that many jobs and not feel extremely sorry for those who suddenly face uncertainty. "Not just the employees but their families as well. I'm convinced, after having a rather in-depth discussion with Rudy Husband at Norfolk Southern, that the realities associated with a downturn in their industry left them with rather limited options. Based on the data, it could actually have been worse. It's a helpless feeling to watch a situation unfold and recognize that there's so little you can do to turn it around."

SERVICE RESTORED AFTER THREE-TRAIN ACCIDENT ON NS PITTSBURGH-ALTOONA LINE

LUXOR, Pa., Nov. 10, 2019, Railway Age & Trains News Wire - Three Norfolk Southern freight trains were involved in a Nov. 8 derailment in Hempfield, Pa., about three miles east of Greensburg, Pa. (near Pittsburgh), on the high-density Pittsburgh-Philadelphia double-track main line. There were no

injuries and no hazmat spills. NS restored service on both main tracks early Nov. 10. The cause of the derailment remains under investigation.

A westbound freight train transporting empty crude oil tank cars from Altoona, Pa., to Conway Yard outside Pittsburgh collided with the rear of a stopped westbound double-stack intermodal train. The impact caused nine intermodal platforms carrying 18 J.B. Hunt containers on the stopped train to derail into the side of an eastbound double-stack intermodal train operating on the adjacent main line. Sixteen intermodal platforms carrying 32 containers on the eastbound train derailed. The two lead locomotives on the westbound crude oil train derailed but remained upright.



The train that rear-ended the standing train was operating at restricted speed, under 20 mph. It was at the crest of an ascending grade and traversing a curve when it struck the standing train positioned on a descending grade.



The railroad is equipped with PTC (Positive Train Control) that has not yet been activated. However, PTC would not necessarily have prevented this

restricted-speed collision, per the current regulation. This is because PTC enforces a railroad's maximum restricted speed (15/20 mph), but is unable to determine the exact position of obstructions ahead (a stopped train, broken rail, improperly lined switch, etc.). PTC also cannot determine "half the range of vision" for a railroad's restricted-speed rule. Based on Federal Railroad Administration RSAC (Railroad Safety Advisory Committee) proceedings, the acknowledgment was that PTC would mitigate the severity of restricted-speed accidents.

The current version of PTC, which is mandated to be fully implemented in the U.S. by Dec. 31, 2020, does not, through an EOT (end-of-train device), determine the position of the rear of a train and transmit that telemetry to a following train via the wayside and central office PTC equipment. As well, it will not prevent certain low-speed collisions caused by permissive block operation (more than one train in a block), accidents caused by trains "shoving" in reverse, derailments caused by track or train defects, grade crossing collisions, or collisions with previously derailed trains. Where PTC is installed in the absence of track circuit blocks ("dark territory"), it will not detect broken rails, flooded tracks, or debris fouling the right-of-way.

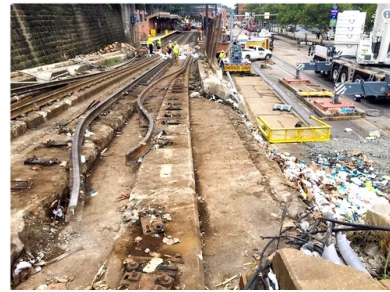
Such features as described above may be incorporated into the next generation of PTC, so-called "PTC 2.0."

Amtrak's *Pennsylvanian* was cancelled between Pittsburgh and Harrisburg on Saturday, operating only between Harrisburg and New York. Sunday's eastbound *Pennsylvanian* originated in Harrisburg rather than Pittsburgh.

PITTSBURGH'S PORT AUTHORITY TO RECEIVE MORE THAN \$2.5 MILLION FOR DERAILMENT DAMAGE

PITTSBURGH, Nov. 15, 2019, *Trains News Wire* — The Port Authority of Allegheny County will receive more than \$2.5 million from Norfolk Southern in reimbursement for damages to its light-rail system from an NS derailment in August 2018.

The *Pittsburgh Post-Gazette* reports that the port authority board's



performance oversight committee recommended the settlement be approved by the full board at its meeting next week. Chief legal officer Mike Cetra told the committee that "grueling" discussions with the railroad led to the final figure; the Port Authority submitted a \$3 million claim to the railroad in February, but

some items had been submitted twice.

The Aug. 5 derailment sent intermodal cars and containers down a hill onto the light rail line's Station Square station, damaging track, overhead lines, and some parts of the station. Service was rerouted for three weeks while repairs were made. A broken rail was blamed for the derailment.



READING & NORTHERN BUYS TWO OF NS'S FOUR F-UNITS

ALTOONA, Pa., Nov. 23, 2019, *Trains News Wire* (Edited) — Two of Norfolk Southern's "Fab Four" Electro-Motive F units—F9A No.

270 and F7B No. 275 — have been purchased by Pennsylvania regional Reading & Northern, the railroad announced Saturday.

"We're going to fix them up for our passenger train," R&N owner and chairman Andrew M. Muller Jr. tells *Trains News Wire*. The railroad operates special trains over much of its 350-mile system throughout the year, using freight locomotives and its large collection of passenger cars.



NS'S FOUR EXECUTIVE F-UNITS PULL AN OFFICE CAR TRAIN THROUGH HARRISBURG, PA., IN AUGUST 2012 - TRAINS: JIM WRINN

R&N already owns two former Bessemer & Lake Erie F7s that are being restored for service. Muller says the newly acquired A-B set will be teamed up with one of the ex-B&LE units to form a matched A-B-A lashup. Tentative plans are to replace the NS light gray paint with R&N Tuscan red on the

streamlined units. They will retain their NS numbers. Interestingly, the Reading Company rostered a freight F7 carrying No. 270 through the 1950s and '60s. The new No. 270 will operate on some of that same trackage.

"I'm really surprised we got these," Muller says. He expected a larger railroad to win the bid to buy the quartet. All four Fs are stored at Altoona, and Muller says that he expects his two to move east to the NS/R&N interchange at Reading, Pa., soon.

Initially, the new acquisitions may be viewed at Reading & Northern's Reading Outer Station, site of a huge Christmas-light display. Muller plans to use the new streamliners to lead the first train over a new bridge connecting the railroad's Lehigh and Reading divisions nearing completion at Nesquehoning Junction, Pa. This is expected to occur immediately before Christmas.

Disposition of the other two F units, another A-B set, was unknown in the days following the close of an equipment auction that ended Nov. 20. All four had been acquired by NS in 2006 and rebuilt to GP38-2 standards by the railroad's Juniata Locomotive Shop in Altoona.

Since then, they were based in Altoona, along with the company's 20-plus

office cars. The locomotives wear a version of the former Southern Railway black-and-gray F unit paint scheme, with an image of the railroad's thoroughbred horse on the nose of each A unit. The cars wear the Norfolk & Western's classic Tuscan Red paint with gold lettering.

JIM THORPE, PA., DROPS SUIT OVER TOURIST RAILROAD TAXES, TALKS WITH R&N ABOUT RETURN

JIM THORPE, Pa., Nov. 21, 2019, Trains News Wire — The borough of Jim Thorpe and its school district have dropped their lawsuit against the Reading & Northern Railroad, and are holding discussions with the railroad about bringing the R&N's Lehigh Gorge Scenic Railway back to town.

BRC-13 TV reports that the borough and railroad have held two meetings with a goal of the railroad resuming operations from Jim Thorpe in 2020.

The Lehigh Gorge announced in October it would shut down as of Nov. 25, the result of the suit over what the borough and school district said were more than \$95,000 in unpaid amusement taxes on ticket sales. The railroad contended it was not an amusement and therefore not subject to the tax.

Just two days later, parent R&N announced a series of alternate locations for holiday train operations originally planned for Jim Thorpe.

Borough council president Greg Strubinger told the TV station that the borough had decided to "drop the litigation without prejudice," although it could reopen the suit if the two sides fail to reach an agreement. Whether the borough still tries to collect the money remains to be seen; Strubinger said one purpose of the discussions was "to voice our concerns with some of the financial restraints and constraints we have."

Michael Rivkin, interim president of the Jim Thorpe Tourism Agency, said the agency was "thrilled" the two sides were talking and applauded the borough's "concession to show its good-faith effort to try to resolve the situation."



NJ TRANSIT TO ADD STATION ON NORTHEAST CORRIDOR LINE

NORTH BRUNSWICK, N.J., Oct. 31, 2019,

Trains News Wire — A new NJ Transit station will be built on the Northeast Corridor at North Brunswick thanks to an agreement between the transit agency and Middlesex County, N.J.

Gov. Phil Murphy announced the agreement on Wednesday, which will see the Middlesex County Improvement Authority oversee design and construction of the station at the existing North Brunswick Transit Village, an existing shopping, dining, and residential development. *Patch.com* reports the station will be funded with \$50 million from the New Jersey Transportation Trust Fund.

The station will fill the longest gap between current stops in NJ Transit's Northeast Corridor line, 15 miles between the Jersey Avenue station in New Brunswick and Princeton Junction in West Windsor.

It will be some time before the station begins receiving passengers, however. The design and engineering process is expected to be completed in the next two years.

COURT RULES FOR NJ TRANSIT IN SUIT OVER DAMAGE FROM HURRICANE SANDY

JERSEY CITY, N.J., Nov. 20, 2019, Trains News Wire — A state appeals court has ruled that seven insurance companies have to pay to repair NJ Transit equipment damaged by flooding from Hurricane Sandy in 2012, a ruling that could be worth \$400 million to the transit agency.

NJ.com reports that the decision upheld a 2017 court ruling that the transit agency was entitled to coverage up to the full \$400 million in policy limits for 343 locomotives and railcars damaged by flooding at the Meadowlands Maintenance Complex in Kearny, N.J. The New Jersey Law Journal reports that the insurance companies contended NJ Transit had reached a \$100 million limit for flood damage, while the transit agency contended it was entitled to the larger amount because the damage was caused by "a named

windstorm."

Judges wrote that "The evidence pertaining to this claim was 'so one-sided' that NJT was entitled to prevail as a matter of law."

The damage from the 2012 storm has led NJ Transit to purchase land for a new maintenance facility, with emergency equipment storage space, in New Brunswick, N.J., as well as a number of other projects to recover from that event and prepare for future storms.



COSTS RISE FOR SEPTA FARE SYSTEM

PHILADELPHIA, Oct. 25, 2019, Trains News Wire — The cost for the Southeastern Pennsylvania Transportation Authority's smart fare system, Key, has swelled to \$192.5 million — almost \$70 million more than planned — the *Philadelphia Inquirer* reports.

Most of the increase will pay for annual maintenance and services for the 8-year-old project, but it also includes unexpected costs such as replacement of SEPTA's 4,226 card readers to process transactions. Those 6-year-old devices are already obsolete. The upgrades are needed to allow passengers to pay for a ride with a credit card without using one of SEPTA's Key cards. Introduction of the Key system for Regional Rail commuter trains has been slow, the newspaper reports. Problems have included handheld card readers, used by onboard crew members, that would not hold a battery charge.

LESLIE S. RICHARDS SELECTED AS NEXT SEPTA GENERAL MANAGER

PHILADELPHIA, Nov. 21, 2019, SEPTA Press Release (Edited) - The SEPTA Board today voted unanimously to appoint PennDOT Secretary Leslie S. Richards as the Authority's new General Manager. Ms. Richards will join SEPTA in January, following the retirement of General Manager Jeffrey D. Knueppel.

Ms. Richards, a Montgomery County resident who previously served on the SEPTA Board, will oversee SEPTA's 9,500 employees and all aspects of the Authority's operations. SEPTA is the sixth largest public transportation agency in the U.S., serving approximately one million riders each weekday.

Ms. Richards has extensive leadership experience in the strategic planning and management of transportation projects both in her private-sector work in the planning and engineering fields over the past two decades, as well as in her work in state and local government. Her private- and public-sector backgrounds give her a unique perspective on understanding stakeholder issues. She is known for her ability to build consensus to find solutions to problems,

Ms. Richards is a graduate of Brown University, where she concentrated in economics and urban studies. She received a master's of regional planning from the University of Pennsylvania.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN DECEMBER

Dec. 9, 1903 - PB&W Board authorizes extension of Cardington Branch from Millbourne Mills to paper mills of C. S. Garrett & Sons Company in Upper Darby, Pa.

Dec. 1908 - West Jersey & Seashore Railroad "temporarily" abandons work on Westville Cutoff around Camden, which is never completed.

Dec. 24, 1913 - PRR contracts with Philadelphia Electric Company to supply electricity for Paoli electrification.

Dec. 11, 1918 - PRR Board authorizes issue of \$50 million General Mortgage

bonds; authorizes enlargement of West Brownsville Jct. engine terminal.

Dec. 27, 1923 - PRR Board approves \$10,500 to modify former foundry at 4950 Merion Avenue near 46th Street Yard in Philadelphia as General Office records warehouse.

Dec. 2, 1928 - Electric local service begins between Philadelphia and West Chester via Media; gas-electric cars assigned to all but one train operating between electrified zone at Wawa and Perryville, Md.

Dec. 15, 1933 - Main waiting room and concourse at 30th Street Station opens but still only two tracks on lower level used by 41 trains; Main Concourse is 295 x 134 and 97 feet high with 10 art deco chandeliers each 18 feet tall; the temporary facility in the northwest corner of the building is closed, and the east portico entrance opens.

Dec. 1938 - Old PW&B passenger station at Broad & Washington Streets in Philadelphia demolished.

Dec. 20, 1943 - Bennett station renamed Erma, N.J., on PRSL.

Dec. 8, 1948 - PRR Board authorizes retirement of Kennett Square, Pa., passenger station.

Dec. 31, 1953 - PRSL abandons Stone Harbor Branch between Cape May Court House and Stone Harbor (3.72 miles).

Dec. 1958 - LIRR begins rebuilding 14 of 30 ex-B&M coaches into bar cars.



Dec. 1, 1963 - PRR begins "Operation Beaver," a paint-up, fix-up, and clean-up program of stations and cars intended to cosmetically cover deferred maintenance; special posters and buttons (shown at left) are prepared as part of the campaign; among the things spruced up is Altoona Station, whose red brick exterior is painted white with a red base.

Dec. 17, 1967 - "Metroliners" Nos. 800 & 802 and a 5-car train of old MP54 MU cars are tested at relative passing speeds ranging from 80 to 175 MPH; a total of 21 windows are sucked out of the MP54's by the slip stream, and 5 of the outer windows of the "Metroliners" are broken by flying glass.

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



Timetable 12-19

FOR LANCASTER CHAPTER NEWS,
SEE "INSIDE THE BACK PAGE"

SANTA AND CHRISTMAS

TRAINS

Allentown & Auburn - 570-778-7531 - www.allnrr.com
Cape May Seashore Lines - www.capemayseashorelines.org
Colebrookdale Railroad - 866-289-4021 - www.colebrookdalerrailroad.com
Middletown & Hummelstown Railroad - 717-944-4435 - www.mhrrailroad.com
New Hope & Ivyland Railroad - 215-862-2332 - www.newhoperailroad.com
Railway Restoration Project 113 - 570-544-8300 - www.rrproject113.org
Reading & Northern - 610-562-2102 - www.rbnrr-passenger.com
Steam Into History - 717-942-2370 - www.steamintohistory.com
Steamtown National Historic Site - 570-340-5204 - www.nps.gov/stea
Stewartstown - 717-746-8123 - www.stewartstownrailroadcompany.com
Strasburg Rail Road - 1-866-725-9666 - www.strasburgrailroad.com
West Chester Railroad - 610-430-2233 - www.westchesterrr.com
Wilmington & Western Railroad - 302-998-1930 - www.wvrr.com

Sunday, Dec. 1 thru Sunday, Jan. 5, 2020

Columbia & Susquehanna Model RR Open House, Columbia Historic Preservation Society, 21 N. 2nd St., Columbia, PA 17512. Info: <http://www.tonysegro.com/cola.html>

Saturday, Dec. 7, 14, 21, 28, 2019 - Monday, Dec. 30, 2019

Garden Spot Village Christmas Train Room Open House, 433 S. Kinzer Ave., New Holland, PA 17557. Info: 717-355-6000 or www.gsvtrainclub.org

Saturday, Dec. 7, 2019

Philadelphia Chapter, PRRT&HS Meeting at the Drexel Hill Methodist Church, 600 Burmont Rd., Drexel Hill, PA 19026. Program *Off The Beaten Track* with *John Bowman* presented by Mitchell Dakelman. Info: www.philaprrths.com

Saturday-Sunday, Dec. 7-8, 2019

Ocean City Train Show at the Ocean City Music Pier, 825 Moorlyn Terrace, Ocean City, NJ 08226. Info: 609-399-6111 or www.oceancityvacation.com

Saturday & Sunday, Dec. 7-8, 2019

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

Saturday & Sunday, Jan. 11-12, 2020

Greenberg's Train & Toy Show at the Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA 19456. Info: www.trainshow.com

Saturday & Sunday, Jan. 25-26, 2020

Greenberg's Train & Toy Show at the Chase Center on the Riverfront, 815 Justison St., Wilmington, DE 19801. Info: www.trainshow.com

Saturday, Feb. 15, 2020

Amherst Railway Society Railroad Hobby Show at the Eastern States Exposition, 1305 Memorial Ave., West Springfield, MA 01089. Info: www.railroadhobbyshow.com

Saturday & Sunday, Feb. 22-23, 2020

Greenberg's Train & Toy Show at the Chase Center on the Riverfront, 815 Justison St., Wilmington, DE 19801. Info: www.trainshow.com

Thursday-Sunday, March 26-29, 2020

2020 NRHS Spring Conference, West Chester, Ohio. Info: www.nrhs.com

Saturday & Sunday, April 4-5, 2020

Roundhouse Model Train Show at the B&O Railroad Museum, Pratt Street, Baltimore, MD. Info: www.trainshow.com

Saturday, April 25, 2020

Philadelphia Chapter, PRRT&HS Meeting at the Drexel Hill Methodist Church, 600 Burmont Rd., Drexel Hill, PA 19026. Info: www.philaprrths.com

Wednesday-Saturday, May 13-16, 2020

PRRT&HS 2020 Annual Meeting at the Penn Stater, State College, PA. Info: www.prrths.com

Tuesday-Saturday, June 9-13, 2020

2020 NRHS Convention, Fullerton, CA. Info: www.nrhs.com



**300 GAP ROAD, ROUTE 741 EAST
STRASBURG, PA 17579
[WWW.RRMUSEUMPA.ORG](http://www.rrmuseumpa.org)
717-687-8628**

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

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

Saturday Feb. 22, 2020 - Railroading Merit Badge Workshop

Saturday Apr. 4, 2020 - Rails & Ales



STRASBURG RAIL ROAD
301 GAP ROAD, RONKS, PA 17572
WWW.STRASBURGRAILROAD.COM
1-866-725-9666

Saturday-Sunday thru Dec. 29, 2019 - Shop Tour at 12:00 PM
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
Friday & Saturday, Dec. 6-7, 2019 - Christmas Tree 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
Friday-Sunday, April 10-12, 2020 - Easter Bunny Train

NOVEMBER, 2019
CHAPTER MEETING MINUTES

There are no Chapter Membership Meeting Minutes to report. The Annual Chapter Banquet superseded the Regular Chapter Membership Meeting.



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS



B&O RAILROAD MUSEUM GETS ONE SWEET LOCOMOTIVE

BALTIMORE, Oct. 28, 2019, Trains News Wire – Just in time for Halloween, the B&O Railroad Museum has received its own sweet treat in the form of a Domino Sugar Company Plymouth diesel locomotive.



CSX DELIVERING SWEET TOOT TO THE B&O RAILROAD MUSEUM CSX PHOTO

The 1950 Plymouth, a 35-ton model MDT, was known as "Sweet Toot." Since 1992, it switched the Domino Sugar refinery near the Inner Harbor almost daily. A newer locomotive with more power, better fuel economy and lower emissions has replaced it, according to American Sugar Refining, Domino's owner.

The Domino refinery produces both granulated and liquid sugar, loading about 1,100 cars annually, according to a news report. Larger and heavier railcars required a more robust unit than "Sweet Toot."

CSX moved the little Plymouth, which is operational, to the museum last week. It will be used as the switcher for the museum's restoration shop. Museum executive director Kris Hoellen tells reporters the engine is "an authentic piece of Baltimore railroad history" that the museum also can put to use.

"Sweet Toot" is not the first item donated to the museum by Domino. Several years ago, the company donated a pair of covered hoppers to the museum.

RESTORED CONRAIL SWITCHER MAKES DEBUT

BALTIMORE, Nov. 4, 2019, Trains News Wire (Edited) — The first operational locomotive restored to its Conrail appearance made its public debut this weekend at the B&O Railroad Museum.

SW7 No. 8905 was restored to Conrail blue thanks to a partnership between the B&O Railroad Museum and the Conrail Historical Society. The end-cab switcher was built in 1950 for New York Central subsidiary Peoria & Eastern



SW7 No. 8905, RESTORED TO ITS CONRAIL PAINT SCHEME, MADE ITS DEBUT THIS WEEKEND AT THE B&O RAILROAD MUSEUM - COURTESY OF RUDY GARBELY

Railway. The locomotive eventually ended up on Penn Central and later Conrail. In 1989, Conrail sold the switcher to the Blue Mountain & Reading Railroad, where it remained until 2004, when it was purchased by the B&O Railroad Museum. The locomotive was painted into a unique red paint scheme and used as the museum's primary motive power for short excursions on the oldest rail line in America.

In 2017, the locomotive was due for a new coat of paint and so the museum approached the CRHS about getting proper paint diagrams to restore the locomotive to its Conrail appearance. What started out as a request for help turned into a partnership to jointly raise the \$6,000 needed to repaint the locomotive. According to CRHS President Rudy Garbely, Conrail Shared Assets also made a significant contribution to the restoration. The restoration was completed in October 2019.



NEW MOVIE RECREATES NEW YORK'S PENN STATION

'Motherless Brooklyn,' set in 1957 New York, uses digital recreation for key scenes

NEW YORK, Oct. 28, 2019, Trains News Wire — In Edward Norton's new movie, "Motherless Brooklyn" released Nov. 1, the year is 1957. Evocatively filmed, with an incredible jazz score, it captures the gritty New York City of that time: devoid of chain drug stores and Starbucks; with classic automobiles, buses, and trucks; period signage; and two scenes on a vintage subway train.

And a then-47-year-old Pennsylvania Station, today long gone.



PENN STATION IN 1957 WAS RECREATED ON A FORMER LUNAR MODULE ASSEMBLY PLANT ON LONG ISLAND FOR WARNER BROS. PICTURES' "MOTHERLESS BROOKLYN," COMBINING BOTH LIVE ACTION AND VISUAL EFFECTS - COURTESY OF WARNER BROS. PICTURES

The plot revolves around a mystery, with mostly fictional characters and some actual New Yorkers of the period. Norton ("Fight Club," "25th Hour," "American History X") is the director and plays the lead character, Lionel Essrog, a private detective with verbal tics from Tourette's Syndrome. Bruce

Willis, William Defoe, Alec Baldwin, Gugu Mbatha-Raw, and Bobby Cannavale are the other principals who make the plot intriguing, unusual, and worth watching.

The production stayed very close to turning back the clock 62 years. It's in the fashion, the hair styles, and the Hollywood magic recreating Penn Station, the Beaux Arts structure by architects McKim, Mead & White Beaux Arts that opened in 1910 and was torn down in 1966. Built of imported travertine marble, with 150-foot vaulted ceilings, 60-foot Corinthian columns, wide staircases, and glass floor tiles that streamed light onto the train platforms below, it was a challenging item to replicate. Visual effects supervisor Mark Russell worked with Norton to achieve the proper feel and look.

The station exists in the movie for one of its most crucial scenes, to remind everyone of the need for historic preservation — an effort which began as the last pieces of the original Penn Station were carted away to the nearby

Meadowlands in New Jersey.

“The loss of Penn Station is an emotional scar that still haunts New York,” Russell said, “and an emblem of what we shouldn’t let happen again.”

In a striking juxtaposition of eras, the Penn Station scenes were filmed at the former Grumman Aerospace Apollo Lunar Module assembly plant in Bethpage, Long Island. Production Designer Beth Mickle built a shoeshine stand, benches, and lockers, while Lighting Director Dick Pope designed lighting to replicate the station’s high windows. The actors performed against a giant green screen, with special effects subsequently filling in the true replication of the station.

While few color photos of the vanished landmark exist, Russell used as his base scenes from the 1955 movie “The Seven-Year Itch,” which included color scenes in the station. The 1957 version portrayed in the movie is somewhat shabby, reflecting the Pennsylvania Railroad’s need at the time to reduce spending on passengers.

Norton, Pope, and Russell utilized an Ncam system, which allowed them to simultaneously use digital backgrounds and live action in real-time. This allowed the cast and crew to see a pre-visualization of the original Penn Station as they worked.

Having viewed the movie, this Trains News Wire reviewer suggests paying to see Penn Station in its original state, even if it isn’t as pristine as it was in 1910. The rest of the movie will keep you enthralled.

THIS MONTH’S BANNER PHOTO

Pennsylvania Railroad No. 7000, the Pennsy’s first GP9, at Richland, New Jersey powering a Cape May Seashore Lines excursion train on a snowy December day in 2009.

CHAPTER SENIORITY LIST

Traditionally, railroads recognize an employee’s years of service milestones. The National Railway Historical Society also honors this tradition. At the Annual Chapter Banquet on November 22, 2019, a service pin was awarded to the following Chapter Member, who has achieved a significant membership milestone.

25 YEARS

Denise Shaak

Congratulations and sincere thanks for your many years of loyal membership.



CHRISTMAS HOLIDAY

OPEN HOUSE WEEKEND

CHRISTIANA FREIGHT STATION, DECEMBER 14-15, 2019

LANCASTER CHAPTER, N.R.H.S., WILL HAVE A SALES TABLE FOR THE OPEN HOUSE WEEKEND

DAILY SCHEDULE

SATURDAY, DECEMBER 14 - 3:00 PM TO 8:00 PM

FAMILY CHILDREN’S PARTY - 3:00 PM TO 5:00 PM

TRAIN DISPLAYS, VISIT FROM SANTA, CHILDREN’S ACTIVITIES, FREE HOT DOGS AND DRINKS FOR CHILDREN

HAY RIDES STARTING AT 5:00 PM

LANCASTER CHAPTER, NRHS SALES TABLE - PURCHASE LAST MINUTE GIFTS

POPCORN - HOT DOGS - SNACKS - DRINKS WILL BE AVAILABLE

SEE CHRISTIANA BOROUGH’S ANNUAL “LIGHT UP CHRISTIANA” CHRISTMAS LIGHTING CONTEST

HAY RIDES AROUND TOWN SPONSORED BY THE CHRISTIANA LIONS CLUB

SUNDAY, DECEMBER 15 - 1:00 PM TO 5:00 PM

FREIGHT STATION DECORATED FOR CHRISTMAS - TRAIN DISPLAYS

SNACKS & DRINKS WILL BE AVAILABLE

LANCASTER CHAPTER, NRHS SALES TABLE - PURCHASE LAST MINUTE GIFTS

Welcome  aboard!

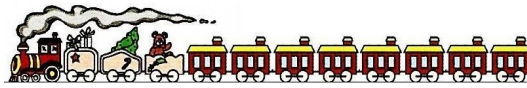
The Lancaster Chapter, Inc., N.R.H.S. welcomes new Chapter Member Stephen Ferrell - Exton, Pennsylvania





“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES



DECEMBER 5, 2019 - THURSDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHRISTMAS DECORATING

DECEMBER 14, 2019 - SATURDAY, 3:00 - 8:00 PM - LIONS CLUB EVENTS WITH HAY RIDES & SANTA

“Light Up Christiana” - The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas light displays - a fun-filled evening for the entire family!

DECEMBER 15, 2019 - SUNDAY, 1:00 - 5:00 PM - CHRISTIANA FREIGHT STATION - OPEN HOUSE

Open House from 1:00 PM to 5:00 PM. Enjoy the Station decorated for Christmas, train layout and holiday displays.

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

Please bring cookies, snacks or a covered dish to share. There’s no better way to get into the festive holiday spirit with food, fun and holiday merriment! We have the Santa Claus Seal of Approval!

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

Open House from 1:00 PM to 5:00 PM. An Open House after the Christmas holiday for a more laid back, leisure day to visit the station.

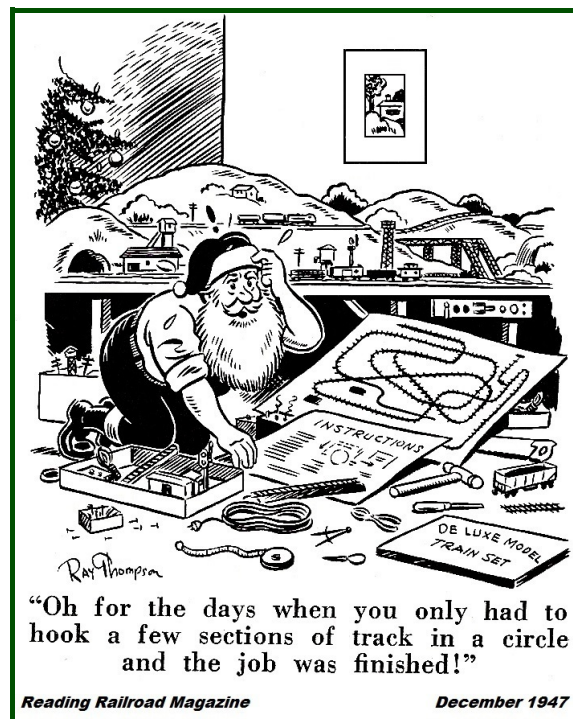
JANUARY 20, 2020 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - HOLIDAY STATION CLEAN-UP

Clean up the Station from the Christmas Open House and holiday festivities. No program or speaker - just mops and brooms!

FEBRUARY, 2020 - NO CHAPTER MEMBERSHIP MEETING THIS MONTH

MARCH 15, 2020 - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Join us for the first Chapter Membership Meeting in the new decade.



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ANNUAL CHAPTER CHRISTMAS PARTY

**LANCASTER CHAPTER, INC., N.R.H.S.
 CHRISTIANA FREIGHT STATION
 10 RAILROAD AVE., CHRISTIANA, PA.
 MONDAY, DECEMBER 16, 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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