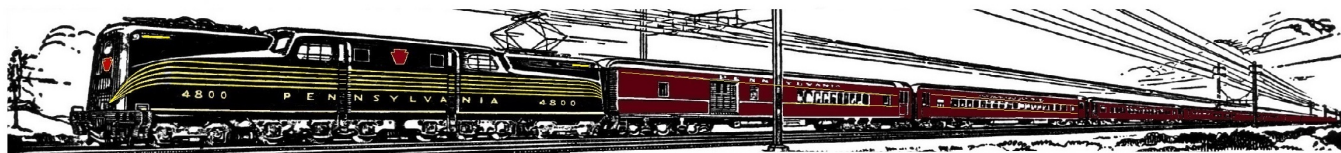


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1935 - 2020



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JANUARY 2020

Reading Railroad Magazine



*Happy New Year
1947*

JANUARY, 1947
VOL. 11 NO. 8



Happy New Year from the Lancaster Chapter, Inc., N. R. H. S.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



SENATORS REQUEST AMTRAK ELIMINATE ARBITRATION REQUIREMENT FOR TICKET PURCHASES

WASHINGTON, Dec. 3, 2019, Trains News Wire — A group of 13 U.S. Senators, all Democrats, have written Amtrak CEO Richard Anderson requesting that the passenger railroad do away with its recent move requiring passengers to accept arbitration rather than being able to sue — a request Anderson quickly turned down.

In January, Amtrak changed the contract language accompanying its tickets to require passengers to agree to arbitration. In their letter, U.S. Sen. Richard Blumenthal (D.-Conn) and the 12 other senators wrote that the policy “is gravely imperiling traveling Americans’ access to justice and public accountability.” It claims that the agreement is “particularly disturbing due to its broadness of scope,” which includes personal injury claims and wrongful death. It would also eliminate potential class-action suits.

The *Connecticut Mirror* reports that Anderson, in his response, said the move to arbitration was to “expedite resolution of claims and to reduce unnecessary litigation costs. ... Agreements to arbitrate are desirable precisely because they trade the procedures of federal courts for the simplicity, informality, and expedition of arbitration.” The money saved by resolving disputes through arbitration, rather than the courts, “can then be spent in safety programs and other passenger service and care programs.”

Blumenthal told the *Mirror* that the response is typical to complaints about forced arbitration: “They say it costs less, it’s quicker, but the rights of plaintiffs are vastly undercut.”

He has introduced a bill, the “Forced Arbitration Injustice Repeal (FAIR) Act,” that would invalidate all forced-arbitration agreements.

The arbitration clause was also one of the topics in a House hearing on Amtrak last month.

NEW AMTRAK ACELA TRAINS STIMULATE NATIONWIDE ECONOMY

HARVEY, Ill., Dec. 4, 2019, Amtrak MEDIACENTER – The Amtrak partnership with Alstom to produce the next generation of Acela trains to move customers at higher speeds and more comfort between Boston and Washington is also boosting businesses nationwide. Today, Amtrak and Alstom thanked workers at LB Steel in Illinois for building wheel assemblies (known as “bogies” or “trucks”) and other components.

“While these new trains will provide world-class accommodations for customers traveling in the Northeast, this production will benefit communities across the country by creating jobs and stimulating local economies,” said Amtrak Executive Vice President Roger Harris, who led the visit to the factory south of Chicago. “The fastest trains in the hemisphere – at speeds up to 160 mph – will ride on the work done here in Harvey at LB Steel.”

Alstom is using parts manufactured by nearly 250 suppliers in 27 states, with 95 percent of the components produced domestically. More than 1,300 new jobs will be generated in nearly 90 communities across the United States to support production, including the creation of new, sustainable, high-tech, engineering and manufacturing jobs in New York.

“We are proud to have been selected by Amtrak, not only to design and build the new Avelia Liberty high speed trainsets, but also to provide long-term technical support, and supply spare components and parts for the maintenance of the new trains,,” said Michael MacDonald, Site

Managing Director for Alstom in Hornell, N.Y., who also participated in the news event south of Chicago. “Alstom is partnering with suppliers across the country for this project, and the emergence of a high-speed rail manufacturing industry here in the U.S. is becoming a reality.”

The trains are being produced at Alstom’s Hornell facility, which is undergoing a massive investment and transformation to build the 28 high-speed trainsets for Amtrak. One of three new structures has been built to accommodate fleet manufacturing and testing and a new bridge has been built to extend the site’s current test track to accommodate higher speeds.

The new trains are scheduled to enter service in the Northeast Corridor in 2021 and will accommodate nearly 25 percent more customers while continuing the spacious, high-end comfort of the current Acela service that customers enjoy today. Each train will feature modern amenities such as improved Wi-Fi access, personal outlets, USB ports and adjustable reading lights.

The new Acela trains are part of an Amtrak plan to modernize and upgrade our fleet. Last year, Amtrak refreshed the interiors of the current Acela trains and Amfleet I railcars and announced plans to acquire 75 new locomotives for Amtrak’s long distance and state-sponsored services. This year, Amtrak performed similar work on Amfleet II railcars and announced plans to start next year to refresh Superliner cars used on long distance services. Refreshing of Horizon railcars in the Amtrak MidwestSM network is also now underway with state partner support.

STATION IMPROVEMENTS COMPLETED AT BWI AIRPORT

GLEN BURNIE, Md., Dec. 12, 2019, Trains News Wire — A \$4.7 million renovation of the Amtrak and MARC commuter rail station at Baltimore/Washington International Thurgood Marshall Airport is now complete.

The 14-month project began in August 2018, and provides expanded seating, with charging stations for phones and other personal electronics, new ticketing facilities, improved restrooms, and refreshment and snack options.

“This updated station will welcome travelers from all over the world to Maryland and the Washington, D.C., region and represents MDOT’s commitment to excellent customer service,” Maryland Department of Transportation Secretary Pete K. Rahn said in a press release.

The station is served by Amtrak’s Northeast Corridor, MARC’s Penn Line, and light rail service to downtown Baltimore.

REPORT: AMTRAK MAY MAKE SOME TICKETS NON-REFUNDABLE, IMPOSE CHANGE FEES

WASHINGTON, Dec. 16, 2019, Trains News Wire — Amtrak is considering airline-style non-refundable fares and ticket-change fees, according to a leaked memo.

The tech website *BGR*, quoting from a pay walled *Business Insider* report, says the changes could come as soon as January. They would make the lowest-priced “saver” fares non-refundable and non-changeable 24 hours after purchase, and impose a 25% cancellation fee or 15% change fee (within two weeks of departure) on “value” fares, the next tier up in Amtrak’s ticketing options.

Currently, passengers receive a voucher for 75% of a ticket’s value when they cancel a saver fare, and can get a full refund on value fares up to eight days before departure. Those rules were imposed in March 2018, ending full refunds for saver tickets and imposing the 25% cancellation fees on both

Amtrak had previously tightened refund and cancellation policies in March 2018, when it first imposed the 25% cancellation fee on saver tickets and the current eight-day window for value refunds.



CSX TRANSPORTATION MAY LIMIT LINE SALES TO THOSE ALREADY ON THE BLOCK

PALM BEACH, Fla., Dec. 4, 2019, Bill Stephens, Trains News Wire — CSX Transportation may limit line sales to the routes that it currently has out to bid.

"We're going to be very, very, very careful before we would ever sell anything," CEO Jim Foote told an investor conference on Tuesday.

"We're not interested in exiting markets," he says. "We're interested in getting into markets and growing this business."

Spinning off routes used to be a way for railroads to continue to provide service on marginal routes due to short lines' lower labor costs, Foote says. That's not necessarily true anymore as Class I railroad systems have reduced their costs and become much more efficient, he says.

Foote also contends that short line traffic growth on routes CSX has spun off over the years has been nil. CSX aims to grow business across its system itself rather than through new short lines, Foote says.

CSX is in the second year of a three-year plan that called for \$300 million in line sales, Foote notes.

Former CEO E. Hunter Harrison, who died in December 2017, ordered a review of the railroad's low-density routes, which totaled about 8,000 miles. At the time, officials said the railroad might ultimately sell or lease up to 4,500 miles of trackage that was not considered part of the core network.

But now CSX seems inclined to hang on to more trackage despite the intense interest in most of the routes the railroad has put up for sale.

CSX has sold three major track segments to date. They include Watco's 126-mile Decatur & Eastern Illinois, 373 miles of Florida Panhandle trackage to RailUSA's Florida Gulf & Atlantic, and Canadian National's pending acquisition of the 236-mile Massena Line linking Syracuse, N.Y., and Montreal.

Remaining routes out to bid include about 415 miles of trackage:

- The Baldwinsville Subdivision branch line near Syracuse.
- Branches in West Albany and Rensselaer, N.Y.
- Cumberland Valley feeder lines extending east of Corbin, Ky.
- Eastern North Carolina branches terminating in Grangers and Plymouth, N.C.
- The Marietta Subdivision extending north out of Parkersburg, W.Va.

Separately, CSX in 2018 sold 176 miles of railroad in Alabama and Georgia to OmniTrax, which had previously leased and operated the lines as Alabama & Tennessee Railway and the Fulton County Railway.

Foote spoke at the Credit Suisse seventh annual Industrials Conference.

MARYLAND, CSX SAY THEY HAVE FUNDS FOR BALTIMORE TUNNEL PROJECT



CSX HOWARD STREET TUNNEL

BALTIMORE, Dec. 6, 2019, Trains News Wire — The state of Maryland and CSX Transportation have found the funding necessary to proceed with rebuilding of the Howard Street Tunnel, a project which will allow double-stack container trains to reach the Port of Baltimore.

In July, the project received a \$125 million federal grant for the project, but that amount — less than the

state and railroad had sought — left the project \$103 million short of full funding for its estimated \$466 million cost.

Now, the state and railroad have "identified a variety of state, private and federal" funds to close the gap, the *Baltimore Sun* reports, citing a letter from Maryland Transportation Secretary Pete Rahn to U.S. Secretary of Transportation Elaine Chao. The letter did not detail the sources; they will not be disclosed until a forthcoming kickoff meeting, according to a state DOT spokeswoman.

The long-discussed project was sidelined in 2017 when CSX pulled out of the plans, saying it no longer considered the project worth the funds involved. It reversed that stance the following year.

The 1.4-mile tunnel was completed in 1890 by the Baltimore & Ohio.



NS WANTS TRACK CHANGES, RESIDENTS DO NOT

PITTSBURGH, Dec. 3, 2019, Bill Wilson, Engineering Editor; and Editor-in-Chief, Railway Track & Structures - Norfolk Southern wants to double-stack its trains as they move through Pittsburgh, but residents in the north side of the city are stacking up arguments and fighting back.

A mediator has been appointed to represent the residents in Pittsburgh's north side as talks continue with Norfolk Southern. The Class I railroad company wants to raise bridges at Pennsylvania and West North avenues, lower the tracks at Columbus Avenue Bridge and build a new Merchant Street Bridge. The track is lower in spots along the route through the city, but NS says it cannot go any deeper in some areas. The Pennsylvania Department of Transportation (PennDOT) gave NS a \$20 million grant for the work on the bridges. NS will be contributing \$8.2 million.

Rail traffic also will be on the rise in the area, from about 25 a day to as many as 50.

Residents are concerned about the noise pollution that accommodates more trains and more freight cars. A group tried to get in on the Public Utility Commission's consideration of the proposed bridges, but the PUC did not side with the concerns.

The mediator representing the citizens of the north side says he wants to work with the railroad to come up with a solution both sides will agree on. PennDOT released a report that failed to recommend the best way to handle double-stacked rail freight, so the agency is currently meeting with community groups to take in all concerns. The study did say if the railroad cannot use the grant to fix the bridge the responsibility would fall on the city.

The project is already in motion out in the suburbs, but no work has begun in the city since the grant was awarded in April 2017.

LAST TWO NS F-UNITS SOLD TO NORTH CAROLINA SHORT LINE

ALTOONA, Pa., Dec. 13, 2019, Jim Wrinn, Trains News Wire — The last two of Norfolk Southern's four executive F-units now have a home. F9A No. 271 and F7B No. 276 have been purchased by North Carolina's Aberdeen Carolina & Western, a 150-mile short line that runs on original Norfolk Southern Railway trackage between Charlotte and Aberdeen, N.C.

"We are so excited about the F-Units," AC&W President Jennifer White said Friday morning. "We are going to get them ready to pull our Economic Development/Corporate Train as soon as possible. We have a deadline of July 2020 that we are shooting to have them complete. The scheme will be different from our locomotives and I have a feeling we will see more magenta and gold on them!"



UNION PACIFIC COMPLETES POSITIVE TRAIN CONTROL IMPLEMENTATION; INTEROPERABILITY EFFORTS CONTINUE

OMAHA, NEB., Dec. 16, 2019, Union Pacific News Release - Union Pacific recently completed Positive Train Control (PTC) implementation, activating its final track segment. The technology is now implemented on all the company's federally mandated rail lines, including required passenger train routes. Union Pacific will

continue working with partner railroads on their interoperability efforts, ensuring seamless operation onto the company's tracks.

PTC is designed to prevent four specific types of incidents:

Train-to-train collisions

Derailments caused by excessive speed

Accidents that can occur if trains are routed down the incorrect track

Unauthorized train movements on tracks undergoing maintenance

PTC will not prevent incidents involving pedestrians or vehicles.

"PTC is one of the biggest rail industry breakthroughs, designed to keep our crews and communities safer through technology," said Greg Richardson, Union Pacific general director Operating Systems and Practices. "While Union Pacific began its first PTC operations nearly four years ago, we have now completed our initial implementation and continue supporting other railroads in our mutual efforts to achieve interoperability and safely operate on our rail lines."

PTC monitors trains based on a custom analysis of specific factors, including weight, location, speed and a five-mile look down the track. Locomotive engineers respond to computer screen messages, prompting them to take action, such as slowing down. If they do not respond in a timely manner, PTC automatically stops the train.

Union Pacific currently hosts 25 freight and passenger railroads, which must achieve PTC interoperability by December 2020. Sixteen of these railroads are compliant, encompassing 85% of Union Pacific's interoperable PTC train miles. While the company's PTC infrastructure is in operation, Union Pacific continues working with its remaining partner railroads, which are expected to take necessary steps to reach interoperability by mid-2020.



[CROWD ESTIMATES FOR BIG BOY 4014: 1.1 MILLION PLUS](#)

OMAHA, Neb., Dec. 18, 2019, Jim Wrinn, Trains News Wire — How many people saw Union Pacific Big Boy No. 4014 run in 2019?

That is a question whose answer we'll never know with full certainty, but estimates are coming in.

UP says it counted 115,000 visitors who went through its Experience the Union Pacific exhibit car during layovers on the three tours that began May 4 and ended Nov. 26. The company places the overall size of the spectators at 1.1 million people.

Meanwhile, a railfan club with close ties to the UP steam program has a more optimistic view of how many people witnessed Big Boy No. 4014 on its multiple tours in 2019. The Camerail Club in its monthly Mixed Train newsletter also says the huge public relations bonanza of the steam train means that No. 4014 will operate next summer.

"The bottom line is that the tour was just one grand success by any measure of standards that can be applied," the newsletter says. "In view of the overwhelming successful tour, the Union Pacific will operate another for next summer. The route and details are yet to be worked out, but as they say in TV land, 'stay tuned.'" UP spokeswoman Kristen South told Trains the company has no details on possible 2020 operations. But some sources say Pacific Northwest, California, or St. Louis tours may be possible.

The Camerail Club, which supplied staff for the "Experience the Union Pacific" exhibit car, says 112,500 people went through the car, or about one-third of the people who visited the locomotive and train. The club went on to say that number is a quarter to an eighth of the people who witnessed No. 4014's operations from May through November. Using that as a guide, they estimated spectators at 1.35 million to 2.7 million.

UP restored No. 4014 to operation this year to celebrate the 150th anniversary of the first transcontinental railroad. It is the first time a Big Boy locomotive has operated in 60 years.



[EARLY ACTION CONSTRUCTION WORK BEGINS ON NJ TRANSIT'S FUTURE SAFE HAVEN RAIL STORAGE](#)

Amtrak Switch and Track Removal will facilitate NJ TRANSIT's Future Resilience Improvements to County Yard

NEWARK, NJ, Dec. 9, 2019, NJ Transit News Release — NJ TRANSIT continues to advance its efforts to make the rail system more resilient to future extreme weather events. Early action construction work performed by Amtrak crews has begun at County Yard in New Brunswick, the future home of NJ TRANSIT's safe haven rail storage and a new service & inspection facility.

"NJ TRANSIT's relationship with Amtrak is stronger than ever, and our progress at County Yard and the Delco Lead Storage and Inspection Facility demonstrates it," said NJ TRANSIT President and CEO Kevin Corbett. "We're excited to be progressing so rapidly and successfully on both of these projects, which will ultimately better protect NJ TRANSIT rail cars, and allow for faster service restorations after extreme weather."

The demolition work, which began in early November 2019, includes: removal of turnout switch and track; installation of straight panels; associated surfacing work; welding; and related signal modifications to adjacent track and signal equipment.

The removal of the old switches and unused track area will help facilitate NJ TRANSIT future track construction into the new County Yard and related site drainage improvements.

This early action work is expected to be completed by March 2020 and will not impact rail service.

The expansion of County Yard, which is part of the NJ TRANSIT Resilience Program, will provide additional resilient storage of rail cars in a centrally located area of the state. The County Yard Improvement Project, along with the Delco Lead Train Safe Haven Storage and Service Restoration Project, will reduce the risk of damage to rail equipment resulting from extreme weather events and provide an inspection facility to bring rail equipment back into service in a short period of time after a weather event. The eventual improvements include construction of a 4-mile long electrified Delco Lead tracks, an expansion of County Yard for storage, an inspection facility, crew quarters and associated improvements.

[NJ TRANSIT APPROVES BONDS TO FUND LOCOMOTIVES, BUSES](#)

NEWARK, N.J., Dec. 12, 2019, By Ralph Spielman, Trains News Wire— NJ Transit's board has approved a bond issue to fund new locomotives and buses for the statewide transit network.

The board approved the \$500 million in bonds, to be issued by the New Jersey Economic Development Authority, on Wednesday at its December meeting. This will fund 17 Bombardier ALP-45DP dual-power locomotives now under construction, as well as 600 buses on order for the nation's fifth-largest transit operator.

The contract for the locomotives, and slated to arrive next year, was valued at \$184 million when agreed to in 2017. They will join 35 ALP45-DPs already operating, and replace 29 of the oldest of the agency's rebuilt GP40 locomotives, some of which date to 1965. The remaining GP40s will be rebuilt again for further service.

The bonds do not need voter or legislative approval, enabling the administration of Gov. Phil Murphy to avoid a state requirement that long-term debt issues totaling more than 1% of annual spending be approved by state voters.

NJ Transit president and CEO Kevin Corbett said after the board meeting that the bond maturities would be 28 years, the expected operational life of the new equipment.

NJ Transit will make lease payments to the economic development authority.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JANUARY

Jan. 1, 1903 - Construction begins on West Philadelphia Elevated or "High Line" between Mantua Jct. and Grays Ferry, a bypass that carries the freight main line over the congested trackage of the West Philadelphia yard complex.

Jan. 19, 1908 - First semi-automatic signals with through-route locking installed at Broad Street Station, Philadelphia; invented by C. C. Anthony.

Jan. 22, 1913 - PRR contracts with Taxi-service Company of Philadelphia and Quaker City Cab Company to provide taxi service at all PRR terminals in Philadelphia including Market Street ferry station; replaces PRR's own cab service.

Jan. 28, 1918 - PRR annuls all passenger service out of Philadelphia in afternoon; 25,000 men commandeered from all operating departments and temporary hire and put to work shoveling snow; drifts up to 18 feet deep; tracks reopened on night of Jan. 29.

Jan. 24, 1923 - PRR Board authorizes enlargement of Renovo Yard for 120-car trains.

Jan. 22, 1928 - PRR and Reading slash fares between Philadelphia and Atlantic City, Ocean City, Stone Harbor, Wildwood and Cape May to meet bus competition; two-day excursion round trip to Atlantic City is \$2.25 vs. \$4.12 regular fare, good through Oct. 31; PRR operates first Atlantic City excursion train ever via Delair Bridge.



Jan. 1933 - Karl Bitter's "Spirit of Transportation" terra cotta sculpture is removed from Broad Street Station and installed in the North Waiting Room of 30th Street Station, Philadelphia.

Jan. 15, 1938 - Regular electric passenger service begins between Paoli and Harrisburg with one round trip; first train is westbound *Metropolitan* arriving at 12:16 PM; GG1 No. 4859 was attached at Broad Street Station; no ceremony at Philadelphia, but all whistles sounded as train passes through the West Philadelphia yards; first eastbound is *Pennsylvania Limited*.

Jan. 13, 1943 - PRR withdraws T1 prototypes from Harrisburg-Chicago service and confines them to the Fort Wayne Division.

Jan. 18, 1948 - Atlantic City & Shore Railroad ("Shore Fast Line") ends electric passenger service between Atlantic City (Virginia Avenue & Boardwalk) and Somers Point; last passenger service on PRSL Somers Point Branch; company and parent holding company, Atlantic City & Shore Company are liquidated during the year.

Jan. 15, 1953 - Brakes fail on the *Federal Express* entering Washington Union Station; GG1 No. 4876 and front of the first car crash into the Concourse, demolishing the station master's office, and dropping into the basement; 41 injured; an angle cock vibrated shut, disabling the air brakes on 13 of the 16 cars.

Jan. 25, 1958 - Last run of local commuter service on main line between Paoli and Parkesburg, Pa.

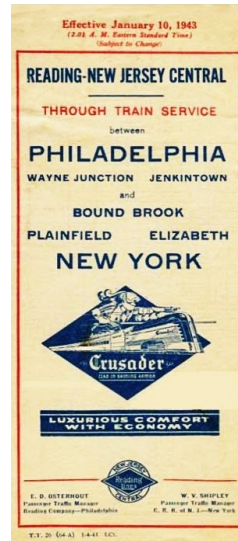
Jan. 16, 1963 - Milton J. Shapp (1912-1994), a self-made Philadelphia-area

millionaire and founder of community antenna television systems, testifies against the Penn Central merger before the ICC.

Jan. 2, 1968 - PRSL places five EMD Class EF-20 (GP38) diesels in service, retiring seven Baldwin road switchers.

Jan. 31, 1968 - Final day of the Pennsylvania Railroad Company prior to merger with New York Central.

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



TIMETABLE 01-20

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



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-Saturday, March 26-28, 2020

Spring 2020 NRHS Conference, Cincinnati Marriott North, Cincinnati, Ohio. Info: www.nrhs.com

Thursday-Sunday, March 26-29, 2020

2020 Railroad Prototype Modelers - Valley Forge Meet, Desmond Great Valley Hotel & Conference Center, One Liberty Blvd., Malvern, PA. Info: www.RPMValleyForge.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



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717-687-8628

Saturday Feb. 22, 2020 - Railroading Merit Badge Workshop

Saturday, Mar. 7, 2020 - Reading On The Rails

Sunday, Mar. 8, 2020 - Charter Day

Saturday, Mar. 28, 2020 - Railroad Merit Badge Workshop

Saturday April 4, 2020 - Rails & Ales



STRASBURG RAIL ROAD
301 GAP ROAD, RONKS, PA 17572

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

Saturday, Feb., 2020 - The Long John Limited

Friday-Sunday, April 10-12, 2020 - Easter Bunny Train

STRASBURG TO EXPAND FREIGHT TRANSFER IN PARADISE

STRASBURG, Pa., Dec. 18, 2019, Wayne Laepple, Trains News Wire -- The Strasburg Rail Road plans to expand its freight services with the addition of a new facility at the other end of its line in the village of Paradise, next to Amtrak's busy Keystone line.

Strasburg vice-president of roadway Stephen Weaver told local media the project is expected to cost about \$2.47 million. This includes a \$1.7 million grant from the Commonwealth of Pennsylvania's Department of Transportation. "That was a real pick me up," said Weaver of the state funding.

In September, the railroad purchased 4.1 acres adjacent to Amtrak's Keystone line, at the far end of the railroad's interchange track with Norfolk Southern, which handles freight on the Amtrak line. Initial construction will include a couple of team tracks, with more to follow in phases, Weaver said.

An additional three acres has been leased by Capital Forest Products, a shingle manufacturer expected to become a major customer. The railroad will also lease a strip of land from Amtrak to access the new yard. Work is expected to begin in the spring.

Weaver said the new yard will allow the railroad to shift some of its freight business away from the current freight delivery yard across the main track from its shops at East Strasburg, away from the tourist train operations that are its bread and butter. The new yard, however, will allow the railroad to triple its freight business from the current 500 cars annually. Current traffic includes grain, lumber and agricultural products.



DECEMBER, 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 Monday, December 16, 2019. In the absence of President Tom Shenk, the meeting was called to order at 7:35 p.m. by First Vice President Harold (Smoke) Shaak with 20 members present.

MINUTES: First Vice President Harold (Smoke) Shaak asked for a motion to approve the October Chapter Membership Meeting Minutes. Steve Himpl announced the motion and Helen Shaak seconded the motion. The October Membership Minutes were approved as printed in the Lancaster Dispatcher.

MEMBERSHIP: Helen Shaak announced the Chapter has a new member: John Wright. Helen Shaak announced the Chapter Membership dues will be mailed out this week. If you are paying your National dues with your Chapter dues please make out two checks, one made out for National (NRHS) and one made out to the Lancaster Chapter. Helen will forward your check to National, or you may mail your dues directly to National, or pay on the computer.

TREASURER'S REPORT: Richard Rutledge gave the Treasurer's Report for the month of November. Richard will be in contact with Stambaugh and Ness for them to do the Chapter taxes. Richard will also take care of renewing the Chapter's two CD's in January.

CHAPLAIN: In the absence of Chaplain David Stambaugh and Doris Geesey, Cindy Kendig announced Dave Woerner had surgery to remove an

aneurysm from his stomach. Evan Russell had two strokes and is in a rehabilitation center. Lorrie Steffy has a wound on her leg. Cindy Kendig was having some health issues. Richard Rutledge had a tooth pulled before the Chapter meeting and still attended the meeting.

CHRISTIANA FREIGHT STATION OPEN HOUSE: Steve Himpl announced the Holiday Open House was held on Saturday, December 14 and Sunday, December 15. The total of donations and sales were \$499.50. The Chapter always splits the donations with the Lions Club, who contribute and help at the Open House. The Lions Club split was \$220.00 for Saturday's open house. Strasburg Railroad ticket sales for both days were \$144.00. Railroadiana for both days were \$118.50. The Raffle the Chapter had for a hand-made train display and Christmas Nativity light-up picture made \$39.00. Donations from the sales table and the collections boxes made \$198.00. Steve also announced there were around 600 people who went on the hayride to see the light displays around Christiana. Glenn Kendig thanked Cindy Kendig, Steve Himpl, Linda Himpl, and everyone who helped at the Christiana Freight Station Open House.

DONATIONS: Chapter member Gene Grabor donated to the Chapter a German Railroad Marker kerosene lamp and 25 sections of flex-track for an HO train.

UPCOMING DATES: The Chapter will also have another Open House at the Christiana Freight Station on Sunday, December 29 from 1:00 p.m. to 5:00 p.m. There will be NO Chapter meeting on Monday, January 20, 2020. This date will be for taking down and putting away all the Chapter's Christmas decorations. There also will be NO Chapter meeting for Monday, February 17, 2020. Sunday, March 15, 2020 at 2:00 p.m. will be the Chapter's first meeting of the new year.

ADJOURNMENT: The Chapter Meeting was adjourned at 7:50 p.m. for the Chapter's Annual "Christmas Party."

Respectfully submitted by Donetta M. Eberly Secretary



LESS THAN CARLOAD
SHIPMENTS
LOCAL AND NATIONAL NEWS



GOV. WOLF TO NOMINATE YASSMIN
GRAMIAN TO SERVE AS SECRETARY
OF PENNDOT

HARRISBURG, PA, Nov. 27, 2019, PennDOT (Edited) — Governor Tom Wolf announced today his intention to nominate current Pennsylvania Department of Transportation Executive Deputy Secretary Yassmin Gramian, P.E., to serve as Secretary of the department.

"Yassmin Gramian has proven herself a capable leader and knowledgeable infrastructure planner in her more than 30 years of experience as a project engineer," said Gov. Wolf. "Her experience working in PennDOT will allow for a seamless transition of leadership over a department that affects the daily life of millions of Pennsylvanians."

In addition to her service at PennDOT, Gramian has extensive experience in the private sector overseeing complex transportation and infrastructure projects. She was responsible for many major projects, including Philadelphia's Roosevelt Boulevard Multi-modal Corridor Program, SEPTA Subway Concourse Improvement Project, Amtrak's Keystone Corridor Infrastructure Rehabilitation and Reconstruction, PATCO Ben Franklin Bridge Track Rehabilitation, PennDOT's Central Susquehanna Valley Transportation Project's US-15 Susquehanna River Bridge, and Philadelphia Airport Terminal F Modernization.

Gramian will replace outgoing PennDOT Secretary Leslie S. Richards, who will become general manager of SEPTA in January. Gramian will assume the role of Acting Secretary effective Friday, December 6, 2019.

PENNSYLVANIA OK'S FREIGHT-RAIL PROJECTS FOR STATE FUNDING

HARRISBURG, Dec. 13, 2019, Progressive Railroading - Pennsylvania Gov. Tom Wolf announced yesterday the approval of 26 freight-rail improvement projects, along with the state's share of the cost.

The projects are designed to improve freight mobility while creating or sustaining more than 390 jobs, according to the Pennsylvania Department of Transportation (PennDOT).

"These investments underscore our continued commitment to building a world-class infrastructure system that supports the business community and the creation of new jobs," Wolf said in a press release.

PennDOT works with private rail operators and rail-served businesses to construct new rail lines and assist in maintaining and improving the 5,600 miles of freight lines in Pennsylvania, PennDOT officials said. There are 65 operating railroads in Pennsylvania.

Following are some of the funding recipients, their projects and state share of funding:

- CSX, \$14.4 million, to lower tracks under nine overhead obstructions to permit routing of double-stack container and multilevel auto rack traffic to and from Port of Philadelphia;
- R. J. Corman Railroad Group, \$3 million, to replace 25 linear miles of rail and 4,800 ties and to construct a 4,000-foot siding and two turnouts on its Cherry Tree Subdivision to support export metallurgical coal;
- SEKISUI SPI, \$2.7 million, to construct two spur tracks and install unloading equipment at its manufacturing plant;
- Allegheny Valley Railroad, \$2.5 million, to repair a bridge located on a route used by three railroads;
- Arcelor Mittal Plate, \$2.2 million, to rehabilitate 2 miles of track, turnouts, and private crossings serving its rolling mill and electric melt shop sites;
- Buffalo & Pittsburgh Railroad Co., \$1.9 million, to install new bridge timbers, walkways and handrails, as well as super-elevation correction involving three bridges;
- Strasburg Rail Road Co., \$1.7 million, to construct less than 1 mile of track by extending interchange track and constructing new bulk, ladder, and lead tracks to more than double current yard capacity;
- Wheeling and Lake Erie Railway Co., \$1.1 million, to repair structural and drainage issues in State Tunnel to bring it into a state of good repair in Washington County;
- Union Tank Car Co., \$1 million, to rehabilitate the transfer table pit retaining walls;
- North Shore Railroad, \$813,834 to construct 1,350 ft. of track and install three turnouts to develop a multipurpose transload site;
- Pittsburgh Intermodal Terminals Inc., \$700,000, to rehabilitate approximately 1 mile of track in critical operations areas, including replacement of ties and switch timbers, new ballast and surfacing;
- Freeport Terminals, \$699,999, to construct and rehabilitate less than .5 mile of track and install new transloading equipment to expand capacity at its Allegheny River barge/rail/truck transload site;
- United States Steel Corp., \$689,500, to complete various track upgrades to accommodate increased rail volume from USS's new hot rolling mill in Braddock; and
- Standard Steel LLC, \$529,890, to replace a 50-foot scale to accommodate 60-foot rail cars and replace two No. 6 turnouts and 900 feet of track.



CHAIR OF HOUSE COMMITTEE RIPS AGENCY FOR ALLOWING LNG MOVE BY RAIL

WASHINGTON, Dec. 9, 2019, Justin Franz, Trains News Wire — While the federal government gathers input on a proposal to allow liquefied natural gas to be moved in tank cars, one company has

gotten a special permit to do just that.



THE REPAUNO SITE, A FORMER DUPONT FACILITY IN GIBBSTOWN, N.J. THAT IS BEING REPURPOSED AS A PORT ON THE DELAWARE RIVER. NEW FORTRESS ENERGY HAS PROPOSED EXPORTING LIQUIFIED NATURAL GAS FROM THE SITE. (OFFICE OF THE ATTORNEY GENERAL/TIM LARSEN)

On Dec. 5, the Pipeline and Hazardous Materials Safety Administration granted a special permit to Energy Transport Solutions LLC to move LNG in DOT-113 tank cars from Wyalusing, Pa., and Gibbstown, N.J. The announcement comes as PHMSA

and the Federal Railroad Administration are seeking public comment on a proposal that would allow the movement of LNG by rail across the country.

One lawmaker — Rep. Peter DeFazio (D-Ore.), chair of the House Committee on Transportation and Infrastructure. — was quick to blast the PHMSA for issuing the permit “despite repeated objections from members of Congress and safety and environmental groups,” according to a press release.

“This reckless move by the Administration puts communities in harm’s way,” DeFazio says. “For months I have been sounding the alarm on this dangerous plan. Not only has PHMSA failed to take the proper steps of testing, analyzing or reviewing this unprecedented plan, it failed to provide Congress and the public the opportunity to consider whether the permit’s operating conditions sufficiently address the potential safety implications — an opportunity that’s required by law.”

In June, the House of Representatives passed an amendment trying to prohibit the U.S. Department of Transportation from issuing permits to move LNG by rail. The amendment was in response to an executive order that directed the Secretary of Transportation to finalize a rule within 13 months that would “treat LNG the same as other cryogenic liquids and permit LNG to be transported in approved rail cars.”

In October, PHMSA and FRA began to seek public comment on the proposal to move LNG in DOT-113 tank cars. Liquefied natural gas can currently move by truck, or by rail only in a portable tank, with approval by the FRA. The public has until Dec. 23 to submit comments.

In a statement to *Trains News Wire*, a representative for PHMSA defended the agency’s decision to issue a special permit, noting that it had followed all the rules in doing so. According to federal officials, Energy Transport Solutions had applied for the permit in August 2017 and since then PHMSA has reviewed thousands of public comments. The representative says the shipments are expected to begin in the next six to 12 months. Before the shipments can begin, first responders along the route must be trained for how to handle an incident involving LNG.

“PHMSA issues special permits which allow variances from existing hazardous materials regulations while maintaining an equivalent level of safety,” the representative says.



MBTA-COMMISSIONED SAFETY REPORT SAYS MUCH NEEDS ATTENTION

BOSTON, Dec. 19, 2019, David C. Lester, Managing Editor - Railway Track & Structures - The Massachusetts Bay Transportation Authority (MBTA) and its Fiscal and Management Control Board (FMCB) today accepted a report from the MBTA Safety Review Panel that offers 34 recommendations with 61 corrective actions to improve safety for MBTA riders and staff.

The panel, commissioned by the FMCB in June after a series of derailments and other safety incidents, comprises 3 nationally recognized experts in transit safety: former US transportation secretary Ray LaHood; former

Federal Transit Administration acting administrator Carolyn Flowers; and former NYC Transit president Carmen Bianco.

"While the agency performs the necessary core functions to be considered a relatively safe system, many aspects of the T's approach to safety and operations need immediate attention," the report states. "In almost every area we examined, deficiencies in policies, application of safety standards or industry best practices, and accountability were apparent."

FMCB Chairman Joseph Aiello praised the Safety Review Panel's 63-page report. "I want to personally thank Secretary LaHood, Carolyn Flowers, and Carmen Bianco for their diligent, thoughtful, expert work. The findings are significant, the recommendations are far-reaching, and the report provides a roadmap of the actions we need to take to ensure a best in class safety culture."

Chairman Aiello added: "For the past 3 years, we have been advancing safety through our investment in repairing aging tracks, signals, and power systems through the State of Good Repair program. It is, in a very real sense, a safety program. The Safety Panel's report underscores that we also need to invest in the operating managers and workers who operate these systems to instill a culture that makes safety our highest priority."

MBTA General Manager Steve Poftak said, "The MBTA has been working aggressively to improve safety across the board, and we have already implemented or begun implementing many of the recommendations of the Safety Review Panel. This has been a constructive and collaborative process that focuses on the highest priority of the T, the Control Board, and the SRP: Making the T a world leader in transit safety while we provide reliable, dependable, attractive service every day to our 1.3 million riders."

Drawing on 100 interviews, 6 focus groups, and extensive site visits throughout the MBTA system, the panel makes 6 major safety policy recommendations intended "to move the organization to a place where safety is a priority and is culturally integrated into every aspect of their mission." These recommendations include having the MBTA:

Establish safety objectives, safety performance targets, and safety performance indicators that are aligned with industry best practices, closely monitored, and provided with sufficient human capital and funding to be carried out.

Identify all areas where deferred maintenance is occurring.

Ensure sufficient resources are devoted to expediting implementation of data collection systems, particularly in the maintenance-of-way, training, and medical departments.

Consider adopting Federal Railroad Administration standards (that now govern commuter rail operations) for rapid transit as well, in order to provide standards and guidance for MBTA transit safety.

Build up the MBTA's leadership team, including by adding more seasoned transit professionals with operations and safety expertise and experience.

Petition the Legislature to reduce the mandated 36-times-per-year frequency of FMCB meetings, or make meeting preparation less burdensome on staff, because the large time demands on senior staff to prepare for the board meetings divert attention from operations and safety.

The panel's report notes that the MBTA has had 9 General Managers since 2010 and states that this turnover "may be the overarching reason that we see the level of safety deficiency at the agency."

Along with all other US transit systems, the MBTA is required by the Federal Transit Administration to have a written Safety Policy and Transit Safety Plan, a precursor to a Safety Management System (SMS), certified by the Department of Public Utilities by July 20, 2020.

Defined as "a formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of the agency's safety risk mitigation," SMS includes systematic procedures, practices, and policies for managing risks and hazards and promoting safety.

"Every day, in every part of our organization, the T is steadily implementing and preparing to implement SMS policies and practices, and we are fully on

track to meet or beat the federal government's July deadline," Poftak said.

The panel found that the MBTA commuter rail operation, operated by private contractor Keolis, "does not face many of the challenges that were identified on the transit side of the house" because of the clear safety structure provided by FRA regulations.

Concluded Chairman Aiello: "One of the panel's observations that I could not agree with more is that while safety has always been our number one priority our execution on that priority has not always followed best practices and we clearly don't have an acceptable safety culture spread across the entirety of the organization. While the FMCB has been committed to making the T world-class in safety and reliability, this report demonstrates that we and the board that will succeed us next year must become more consistent and rigorous in promoting safety as our core mission and ensuring every employee understands and buys in to that mission. The Board also thanks the men and women of the MBTA, its union leadership, and our business partners for providing full access and transparency that made this report possible. We would also like to thank the FTA, FRA, and Massachusetts DPU for their cooperation and leadership during this study."



[RAIL TRAFFIC FOR THE WEEK ENDING DECEMBER 14, 2019](#)

WASHINGTON, D.C. – December 18, 2019

– The Association of American Railroads (AAR) today reported U.S. rail traffic for the week ending December 14, 2019.

For this week, total U.S. weekly rail traffic was 520,589 carloads and intermodal units, down 8.5 percent compared with the same week last year.

Total carloads for the week ending December 14 were 243,290 carloads, down 9 percent compared with the same week in 2018, while U.S. weekly intermodal volume was 277,299 containers and trailers, down 8 percent compared to 2018.

Three of the 10 carload commodity groups posted an increase compared with the same week in 2018. They were motor vehicles and parts, up 760 carloads, to 18,061; miscellaneous carloads, up 208 carloads, to 10,435; and petroleum and petroleum products, up 93 carloads, to 13,643. Commodity groups that posted decreases compared with the same week in 2018 included coal, down 18,747 carloads, to 72,320; grain, down 1,884 carloads, to 20,709; and metallic ores and metals, down 1,287 carloads, to 22,633.

For the first 50 weeks of 2019, U.S. railroads reported cumulative volume of 12,535,766 carloads, down 4.7 percent from the same point last year; and 13,287,891 intermodal units, down 5 percent from last year. Total combined U.S. traffic for the first 50 weeks of 2019 was 25,823,657 carloads and intermodal units, a decrease of 4.8 percent compared to last year.

North American rail volume for the week ending December 14, 2019, on 12 reporting U.S., Canadian and Mexican railroads totaled 344,439 carloads, down 7.7 percent compared with the same week last year, and 365,323 intermodal units, down 7.1 percent compared with last year. Total combined weekly rail traffic in North America was 709,762 carloads and intermodal units, down 7.4 percent. North American rail volume for the first 50 weeks of 2019 was 35,264,477 carloads and intermodal units, down 3.8 percent compared with 2018.

Canadian railroads reported 81,556 carloads for the week, down 3.7 percent, and 69,669 intermodal units, down 4.2 percent compared with the same week in 2018. For the first 50 weeks of 2019, Canadian railroads reported cumulative rail traffic volume of 7,552,348 carloads, containers and trailers, down 0.4 percent.

Mexican railroads reported 19,593 carloads for the week, down 7.6 percent compared with the same week last year, and 18,355 intermodal units, down 4.9 percent. Cumulative volume on Mexican railroads for the first 50 weeks of 2019 was 1,888,472 carloads and intermodal containers and trailers, down 2.9 percent from the same point last year.

Due to the holidays, weekly rail traffic reports for Week 51 will be released

on Friday, December 27, 2019 and Week 52 will be released on Friday, January 3, 2020.

THIS MONTH'S BANNER PHOTO

Reading FP7 No. 905 at Jersey City, New Jersey on a snowy day in 1961.

CSX REMINDS YOU...



MEMBERSHIP RENEWAL NOTICES SENT

Helen Shaak advises that Chapter Membership Renewal Notices were mailed on Dec. 17, 2019.

We are asking you to check all of your information to make sure we have the correct spelling of name, address, phone number with correct area code and email address (PLEASE PRINT OR WRITE LEGIBLY SO WE CAN READ YOUR INFORMATION).

If you would like the Chapter to remit your NRHS National Dues, please ENCLOSE A 2ND CHECK. This way, National will receive your renewal quicker.

Mail form and check(s) to:

Lancaster Chapter NRHS

H. L. Shaak, Jr.

P O Box 813

Adamstown PA 19501-0813

Any questions, please call 717-484-4020 and leave a message.

Email: hshaak@dejazzd.com



Consider PAOLI

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*Direct service is maintained between Wilmington, Chester and New York.

PENNSYLVANIA RAILROAD

FROM A PRR PHILADELPHIA - HARRISBURG PUBLIC TIMETABLE DATED JUNE 15, 1938



2020 AMTRAK CUBICLE CALENDAR

Description: Non-laminated, matte year-at-a-glance calendar. The 2020 Cubicle Calendar features a stunning photo of Amtrak's Cascades® train. Amtrak Cascades® trains are the best way to travel in the Pacific Northwest, connecting Vancouver, WA, Portland and Eugene, Oregon. You'll witness some of our continent's most distinctive cities and most spectacular natural attractions, like majestic Mt. Rainier. Calendar measures 11" X 17". Screen printed in the USA . \$3.90 at <https://store.amtrak.com/>



2020 AMTRAK WALL CALENDAR

Description: Non-laminated, matte year-at-a-glance calendar. The 2020 Wall Calendar features a stunning photo of Amtrak's Cascades® train. Amtrak Cascades® trains are the best way to travel in the Pacific Northwest, connecting Vancouver, BC to Seattle, WA, Portland to Eugene, Oregon. You'll witness some of our continent's most distinctive cities and most spectacular natural attractions, like the expansive Puget Sound. Calendar measures 24" X 36". Please note, there is no eyelet or metal tinning. This calendar is a standard poster size recommended to be displayed in a poster frame, or by using adhesive putty or clips available at office supply and craft stores. Screen printed in the USA. \$8.95 at <https://store.amtrak.com/>

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY PANYNJ's 2020 BUDGET INCLUDES MILLIONS FOR PATH RAIL PROJECTS

NEW YORK, Dec. 18, 2019, Progressive Railroading - The Port Authority of New York and New Jersey (PANYNJ) has adopted its 2020 budget.

In a vote last week, the board approved a \$3.4 billion budget for operating expenses and a \$3.6 billion budget for capital expenses. The operating budget increased 1.9 percent over the 2019 budget, PANYNJ officials said in a press release.

The capital budget includes funding for multiple major projects to rebuild and replace the agency's legacy facilities with state-of-the-art infrastructure, as well as a large set of projects to maintain assets in a state of good repair and improve resiliency in the post-Hurricane Sandy era.

Among major items in the capital budget are:

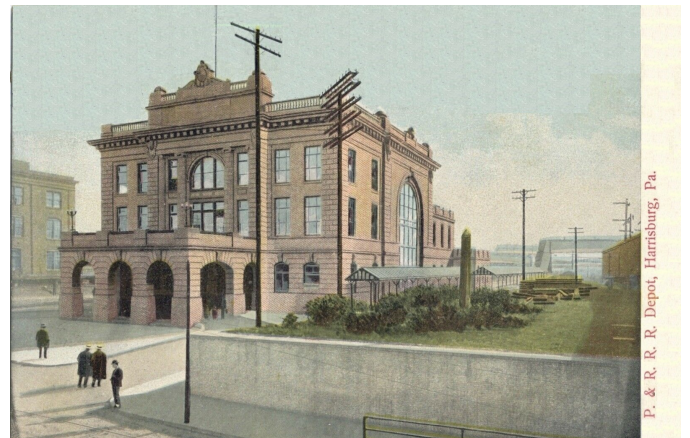
- \$1.5 billion to redevelop the agency's airports, including planning and design for the AirTrain LaGuardia project;
- \$389 million for the Port Authority Trans-Hudson (PATH) rail system, including funds for the continuation of station and equipment programs and \$43 million for PATH's signal system replacement program;

- \$310 million for Hurricane Sandy projects, including the rehabilitation of PATH substations and tunnels, aviation airfield lighting rehabilitation, and the Holland Tunnel's latent salt damage mitigation program;
- \$50 million for Port of New York and New Jersey projects, including \$32 million to support construction and design activities at port facilities, completion of the Global Intermodal Container Transfer Facility, an environmental review for the Cross-Harbor Freight Movement Program, and analysis and planning for critical wharf reconstruction work.

THE POSTCARD RAILROAD - HARRISBURG, PA.



PENNSYLVANIA RAILROAD - 1915 POSTCARD



PHILADELPHIA & READING RAILROAD - 1906 POSTCARD





"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES



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 17, 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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IN SAFETY**



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HOLIDAY STATION CLEAN-UP
LANCASTER CHAPTER, INC., N.R.H.S.
CHRISTIANA FREIGHT STATION
10 RAILROAD AVE., CHRISTIANA, PA.
MONDAY, JANUARY 20, 2020
STARTING AT 7:30 PM

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