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1969: THE DAWN OF HIGH-SPEED RAIL SERVICE ON THE NORTHEAST CORRIDOR

TIMETABLE

The Metroliners

NEW YORK

NEWARK • TRENTON

PHILADELPHIA

WILMINGTON • BALTIMORE

WASHINGTON

Effective February 10, 1969

	2001 DAILY	2003 DAILY
NEW YORK Lv	AM 8:30	PM 4:15
NEWARK "	c 8:44	c 4:29
TRENTON "	9:18	5:03
PHILADELPHIA "	9:46	5:31
Penn Central Station—30th St.		
WILMINGTON "	10:10	5:55
BALTIMORE "	10:57	6:42
WASHINGTON Ar	11:29 AM	7:14 PM

	2002 DAILY	2000 DAILY
WASHINGTON Lv	AM 8:20	PM 3:55
BALTIMORE "	8:52	4:27
WILMINGTON "	9:37	5:12
PHILADELPHIA "	10:00	5:35
Penn Central Station—30th St.		
TRENTON "	10:29	6:04
NEWARK Ar	d 11:06	d 6:41
NEW YORK Ar	11:19 AM	6:54 PM

c Stops only to receive passengers
 d Stops only to discharge passengers
 Trenton does not sell tickets to Newark.
 Newark does not sell tickets to Trenton.
 Trains listed above are subject to change or cancellation without notice.

FORM 80 2-3-69 ALLEN, LANE & SCOTT, PHILA.

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You can dial your own calls directly from the train and receive incoming calls as well. The local telephone company assistance operator will connect your party when they ask for the High Speed Train.

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Isn't there someone you should call now?

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Telephone numbers for Metroclub Car reservations in principal cities are listed below.

Coach seats on Metroliners are not reserved, but tickets must be purchased in advance of departure.

There's a modest extra fare for coach passengers on the Metroliners. For trips under 175 miles \$1.00, and over 175 miles, \$2.00.

BOARDING PERMIT IS REQUIRED TO BOARD TRAIN

METROLINER INFORMATION

Information on Metroliner trains may be secured by calling any city listed below.

	Train Information	Metroclub Car Reservations
New York, N.Y.	684-7902	736-4441
Newark, N.J.	643-0345	622-7357
Trenton, N.J.	984-8520	396-6800
Philadelphia, Pa.	EV 2-1600	EV 2-1212
Wilmington, Del.	655-7121	652-0600
Baltimore, Md.	837-3117	837-6178
Washington, D. C.	393-2335	393-6289



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



BENNETT LEVIN: TIME FOR STATE TO TAKE OVER 'KEYSTONE' CORRIDOR OPERATION

HARRISBURG, Pa., Dec. 20, 2019, Dan Cupper, *Trains News Wire* – Pennsylvania should sever its relationship with Amtrak and take over operation of the *Keystone Service* (Philadelphia-Harrisburg) and the in-state portion of the *Pennsylvanian* (New York-Philadelphia-Pittsburgh), according to one rail industry veteran. Lower taxpayer outlays and the prospect of increased passenger-train frequencies between Harrisburg and Pittsburgh could result.

That was the essence of testimony offered in the Pennsylvania Capitol this week by Philadelphia-area short line operator and passenger rail advocate Bennett Levin before the state House of Representatives Transportation Committee. He was the sole witness at the hearing.

Current service consists of 13 weekday Keystone Service round-trips (many of which run through to New York) and a single daily New York-Pittsburgh train, the *Pennsylvanian*. The state, through the Pennsylvania Department of Transportation, has sponsored the *Pennsylvanian* since its start-up on April 27, 1980, following the 1979 demise of Amtrak's *National Limited*.

The federal government should transfer ownership of the 103-mile Harrisburg-Philadelphia line to the state, Levin says, the Southeastern Pennsylvania Transportation Authority should take over as provider of *Keystone Service*.

“SEPTA is one of the best managed commuter rail operators in the nation and there is no reason why their franchise cannot be modified to allow them to run west of Thorndale to Harrisburg,” Levin says. “Therefore the initial step in crafting a solution in the Pittsburgh region is to divorce Amtrak by having the U.S. Department of Transportation gift the Harrisburg Line to Pennsylvania and let SEPTA provide the existing *Keystone Service*.

“Pennsylvania will have cut out the ‘middleman’ and our taxpayers [will] get full value for every dollar they spend for rail passenger service. We have already paid for the Harrisburg Line; we should own it.”

Amtrak's top management, Levin says, includes no one with practical railroad experience, and is guilty of “bizarre conduct” that does not bode well for Pennsylvania passenger railroading. “It is very evident that rather than focusing on running a first-rate passenger railroad, Amtrak's senior management is focused on developing real-estate assets,” he says.

Between the state and SEPTA, Pennsylvania taxpayers pay Amtrak more than \$1 million a week to provide Amtrak passenger service as well as access for SEPTA trains on the eastern third of the Harrisburg Line. Together, Levin says, PennDOT and SEPTA have spent more than \$250 million for infrastructure improvements on the Harrisburg Line.

Among these improvements are completely new stations built or under construction at Paoli, Exton, Downingtown, Mount Joy, Elizabethtown, and Middletown.

The 81 weekday SEPTA trains on the Harrisburg Line carry 20,000 passengers; the 26 weekday Keystone trains carry 4,130 people, and the single daily *Pennsylvanian* round-trip carries more than 560 passengers a day.

Levin acknowledged that SEPTA operation of Keystone trains would mean a change of trains at Philadelphia's 30th Street Station for passengers continuing to or from New Jersey or New York City. “Those folks going to New York, let them walk downstairs,” he says, referring to the upper level and lower level platforms at 30th Street.

As for western Pennsylvania, Levin said the *Pennsylvanian's* present schedule is timed to serve fewer than 10 percent of its passengers – those connecting to the Washington-Chicago *Capitol Limited* in Pittsburgh at inconvenient times. An earlier westbound schedule would serve more passengers and would allow for a turn back commuter run between Pittsburgh and Johnstown, similar to the short-lived (1981-1983) *Fort Pitt*, which linked Pittsburgh and Altoona on a similar equipment-sharing basis.

Once the Johnstown-Pittsburgh service is established and the *Pennsylvanian* is given a more convenient time slot, expansion of cross-state frequency can be addressed, perhaps as a non-electrified extension of a SEPTA or Keystone train.

“Almost 90 percent of the passengers riding the *Pennsylvanian* do not connect with the *Capitol Limited*,” Levin says. “Therefore it is not a stretch to conclude that today's *Pennsylvanian* does not provide the most optimal service for most potential users.”

Following the 1995 discontinuance of Amtrak's *Broadway Limited*, the *Pennsylvanian* was left as the sole cross-state train, and it was rescheduled. “The [new] schedule was forced upon the Commonwealth to serve the few folks that connect to and from Amtrak's *Capitol Limited* in the middle of the night, or before dawn, at Pittsburgh,” Levin said.

The state capital budget has money earmarked to provide infrastructure improvements for the Norfolk Southern Harrisburg-Pittsburgh main line to allow for additional capacity, but talks have gone nowhere. Numerous studies have been conducted but have produced little result.

Levin has taken members of the Legislature to Pittsburgh aboard his private cars three times in the recent years to make the point that improved passenger service is possible. He volunteered to testify before the committee after attending a meeting in Altoona in August 2019 when “everyone [seemed to be] talking past each other,” he tells *Trains News Wire*. “All these studies have been [bull]. It's my belief that Norfolk Southern is a perfectly rational partner, once you get Amtrak out of the picture.

“I stand by [the testimony],” he says. “It had to be said and had to be said to the Legislature. I have not had one negative comment [on the proposal].”

AMTRAK TO RESUME PENN STATION WORK JAN. 3; LIRR SCHEDULES TO CHANGE

NEW YORK, Dec. 20, 2019, *Trains News Wire* (Edited) — Amtrak will resume infrastructure work at New York's Penn Station on Jan. 3, leading to some modifications of Long Island Rail Road schedules.

Unlike previous phases of the Infrastructure Renewal Program, the work on tracks 11 and 14 will not require any service changes for Amtrak or NJ Transit trains. The \$7.6 million project is scheduled to be completed by April 17, 2020.

The Long Island Rail Road changes, beginning Jan. 6, will see five of 144 morning-rush trains rerouted, along with six of 130 evening-rush trains. Five trains are being added immediately before or after the rush trains, and other trains are being lengthened, so that the net loss of seating capacity is less than 1%.

Updated Long Island Rail Road schedules for Jan. 6-March 8 will be distributed as soon as they become available.

NEW YORK'S GOVERNOR PROPOSES EXPANDING PENN STATION FOR FIRST TIME SINCE 1910

NEW YORK, Jan. 6, 2020, Ralph Spielman, Trains News Wire — New plans were announced Monday for New York Penn Station, during a speech to New York Civic leaders by Gov. Andrew Cuomo, a Democrat. To augment the new Moynihan Train Hall and existing Pennsylvania Station, buildings and land on the south full city block adjacent to the current facility will be acquired to create an additional new eight-track terminal annex with additional tracks, will provide room for an additional 175,000 riders a day.

This is the first expansion of Penn Station's foundational infrastructure since the station was completed in 1910.

New York State, Amtrak, the New York Metropolitan Transportation Authority and others will partner with a consultant design team led by FXCollaborative to develop and carry out the plans for the Amtrak-owned station.

"This forward-thinking plan should serve as a model to the nation as we strive to build 21st century transportation and infrastructure systems," says Anthony Coscia, Amtrak's chairman.

AMTRAK AND NJ TRANSIT ANNOUNCE WORK TO REFRESH TICKETED WAITING AREA AT NEW YORK PENN STATION

NEW YORK, Jan. 7, 2020, Amtrak MEDIACENTER – Amtrak and NJ TRANSIT today began their refresh of the Ticketed Waiting Area at New York Penn Station, the seating area for their customers at the Amtrak Concourse on the Upper Level and 8th Avenue side of the Station. As part of the refresh, customers can expect new furniture and fixtures, including communal tables and seats with electrical and USB outlets to charge devices, an upgraded ceiling complete with new LED lighting, a family area that will also feature a nursing mothers' pod, the removal of the midpoint barrier, a new information desk and a second entrance offering easy access towards the 7th Avenue side of the Station.



"I am thrilled to see work start on significant improvements to the NJ TRANSIT waiting area at New York Penn Station," said Governor Phil Murphy. "Because of increased

cooperation between the State of New Jersey, NJ TRANSIT, and our partners at Amtrak, NJ TRANSIT customers will now have the modern, state of the art, and comfortable facilities at Penn Station that they have deserved for so long."

"The journey is the most important part of the adventure at Amtrak, and we are refreshing the Ticketed Waiting Area because that journey begins at the station," said Amtrak Board Chair Tony Coscia. "We thank our customers, as well as our partners at NJ TRANSIT, for their patience and cooperation as we continue to update New York Penn Station with an improved and more modern experience."

"These renovations will improve the commute for customers who travel through Penn Station to New York and surrounding areas," said New Jersey Department of Transportation Commissioner Diane Gutierrez-Scaccetti. "Projects like these encourage use of NJ TRANSIT's extensive rail network and underscore our commitment to maintaining safe and comfortable transit facilities for our customers."

"NJ TRANSIT customers deserve a better experience at New York Penn Station, and that's exactly what these improvements will deliver," said NJ TRANSIT President & CEO Kevin Corbett. "Thanks to our renewed partnership, NJ TRANSIT is working closely with Amtrak to put our customers first in every decision we make. Our joint effort to improve the experience at New York Penn Station is a perfect example. These improvements will help reduce overcrowding in the NJ TRANSIT waiting area,

improve pedestrian flow through the station, and generally provide for a more comfortable environment for NJ TRANSIT customers using New York Penn Station as an origin or destination."

The project, which includes a \$7.2 million total joint investment between Amtrak and NJ TRANSIT, will be completed over two phases; the first starts today, Jan. 7, and the second is scheduled to start in March, after the first phase is complete. The second phase is expected to be completed in June 2020. There will also be two temporary spaces (one for each phase of the project) to accommodate passengers during the two construction periods. The first will be at the concourse near Tracks 9 and 10, and the second will be near Tracks 13 and 14.

Amtrak undertook the first steps to refresh the Ticketed Waiting Area in 2019 when it opened a Starbucks coffee bar in the space to provide customers with the opportunity to purchase refreshments and removed the exterior information booth to improve customer flow.

The Ticketed Waiting Area project is the continuation of several improvements Amtrak has been making to the Station since 2017 as it advances Amtrak's plan to modernize stations, infrastructure, and trains on the Northeast Corridor. Other completed work to date includes the refreshed restrooms, upgraded air conditioning, new furniture in ClubAcela, and the continued work of the Infrastructure Renewal program.

'SILVER STAR' TO GET VIEWLINER FOR FLEXIBLE DINING IN MAY

WASHINGTON, Jan. 10, 2020, Bob Johnston, Trains News Wire – After dropping full dining car service on its New York-Miami *Silver Star* in early 2016, Amtrak will add "flexible" dining meals for sleeping car passengers with Viewliner II diners on May 1.

The *Silver Star's* four equipment sets lost full dining service when previous Amtrak management under the late Joe Boardman decided to retire several heritage diners needing extensive repairs. The first of 25 long-delayed Viewliner II dining cars would not begin to replace the remaining serviceable cars on the *Silver Meteor* and *Crescent* until later that year and in 2017.

At the time, then-long distance VP Mark Murphy told *Trains News Wire* that another purpose of the move was to test customer demand for lower sleeper prices without meals included.

Early on, revenue managers made sure there was a noticeable differential by keeping the *Silver Star's* accommodation fares lower even when roomette and bedroom inventory approached sellout. Now even though meals aren't included, fares on the *Star* are sometimes higher if the *Silver Meteor*, which runs with three sleeping cars instead of two, has more available space.

Until September 30, 2019, the *Meteor's* Viewliner II offered food for purchase by coach passengers. Now sleeper patrons, whose meals have always been included, get exclusive use of the car and coach travelers may only order food from the café.

Starting May 1, each *Silver Star* will get a Viewliner II and its passengers will receive similar treatment. A *Trains News Wire* analysis of pricing before and after that date confirms that sleeper fares between the same destinations are always higher for the *Meteor* until May 1 but have identical fare levels following that date, even if varying demand dictates different fares for each train on any given day.



CSX DERAILMENT KNOCKS OUT APPALACHIAN TRAIL FOOTBRIDGE

HARPERS FERRY, W.Va., Dec. 21, 2019, Trains News Wire — A CSX freight train derailed on a bridge over the Potomac River derailed early Saturday morning, sending two cars into the river and damaging part of the bridge. An attached footbridge, part of the Appalachian Trail through the Harpers Ferry National Historical Park, was knocked down.



A CSX DERAILMENT IN HARPERS FERRY, W.VA., SENT TWO CARS INTO THE POTOMAC RIVER AND KNOCKED DOWN A PEDESTRIAN BRIDGE THAT IS PART OF THE APPALACHIAN TRAIL - NATIONAL PARK SERVICE/T. TROXEL

Seven cars derailed, the *Washington Post* reports, in the accident about 2:30 a.m. The railroad says no one was injured. The cars involved were empty grain hoppers.

The National Park Service reports the footbridge is closed indefinitely, meaning park visitors will be unable to cross between Harpers Ferry and the C&O Canal towpath, and from Harpers Ferry to the Maryland Heights trail.

Other portions of the park are also closed because of the proximity to the accident.

VIRGINIA, CSX ANNOUNCE MAJOR RAIL INFRASTRUCTURE PLAN

\$3.7 billion plan includes new bridge over Potomac, separate passenger and freight right-of-ways; will lead to doubling of Amtrak service in state and 75% increase in VRE trains along I-95 corridor

ARLINGTON, Va., Dec. 20, 2019, Trains News Wire — The Commonwealth of Virginia and CSX Transportation have reached a deal on a \$3.7-billion plan that will address rail congestion south of Washington D.C. by separating passenger and freight operations, allowing for a significant expansion of passenger and commuter rail services.

The agreement announced Thursday will create a new, state-owned Long Bridge over the Potomac River, for exclusive use by passenger and commuter rail; lead to state acquisition of more than 225 miles of track and 350 miles of rail right-of-way; and include 37 miles of track improvements, including a passenger-train flyover between Franconia and Springfield, Va. Virginia Gov. Ralph Northam called the agreement “a once-in-a-generation opportunity to make our rail system work better for everyone, both in Virginia and on the entire East Coast.” Katie Crisol, chair of the operations board for commuter service Virginia Railway Express, said the deal “will enable us to grow VRE to include new riders, new hours, and weekend service, thereby improving the quality of life and increasing economic opportunities for tens of thousands more Virginians.”

Other aspects of the agreement, to be phased in over a 10-year period, include:

- Doubling the number of Amtrak trains in Virginia, and providing nearly hourly service between Richmond and Washington;
- Increasing VRE service by 75 percent along the Interstate 95 corridor, with trains operating on 15-minute intervals during peak periods;
- Increased Amtrak service to Newport News, Va., and an improved schedule for the third Amtrak train to Norfolk;
- Acquisition of the abandoned S-Line, from Petersburg, Va., into North Carolina, for future high speed rail service;
- Preserving an existing freight corridor between Doswell, Va., and Clifton Forge for future east-west passenger service.

The existing two-track Long Bridge over the Potomac handles 34 VRE trains, 24 Amtrak trains, and 18 CSX freight trains daily, and has long been a bottleneck for rail traffic out of Washington. The new bridge will ease that problem, and is part of a package of infrastructure improvements that will also include a fourth track between Crystal City and Alexandria, Va.; a third track between Franconia and Lorton, and the Franconia-Springfield flyover.

Amtrak has approved a memorandum of understanding with Virginia supporting its role in the project. “Amtrak is thrilled to be supporting this game-changing rail investment program as an investor and partner,” Stephen

Gardner, Amtrak senior executive vice president and chief operating and commercial officer, said in the state’s press release. “This program is a model for the nation of how to grow passenger and freight service together in order to relieve congestion, protect our environment, and enhance mobility.”

CSX ANNOUNCES FOURTH QUARTER AND FULL YEAR 2019 FINANCIAL RESULTS

JACKSONVILLE, Fla. – Jan. 16, 2020, CSX Press Release – CSX Corporation today announced fourth quarter 2019 net earnings of \$771 million, or \$0.99 per share, versus \$843 million, or \$1.01 per share in the same period last year. CSX’s operating ratio set a company fourth quarter record of 60.0 percent, compared with 60.3 percent in the prior year.

For the full year 2019, CSX generated net earnings of \$3.33 billion, or \$4.17 per share, versus \$3.31 billion, or \$3.84 per share in 2018, an increase of 1% and 9%, respectively. CSX’s full year 2019 operating ratio of 58.4 percent represents a new U.S. Class I railroad record, improving upon last year’s record result of 60.3 percent.

“The railroad has never run better and we are delivering great service to our customers,” said James M. Foote, president and chief executive officer. “What is really amazing is how our employees stepped up to produce efficiencies during tough economic conditions.”

Revenue for the fourth quarter decreased 8 percent versus prior year to \$2.89 billion due to lower volumes and negative mix from coal market headwinds. Expenses decreased 9 percent year over year to \$1.73 billion, driven by continued efficiency gains and volume-related savings. Operating income was down 8 percent to \$1.15 billion compared to the same period last year.



NS AD CAMPAIGN WINS INDUSTRY AWARD

NORFOLK, Va., Dec. 20, 2019, Trains News Wire – Norfolk Southern’s “Reimagine Possible” ad campaign, which highlights the railroad’s adoption of technology, has won an advertising industry award.

The railroad’s ad agency, Maryland-based RP3 Agency, won a Silver Bulldog Award for Best Public Affairs Campaign.

The *Reimagine Possible* campaign included a series of videos on topics ranging from the new NS Network Operations Center and smart yards to the use of big data and new dispatching software.

The campaign also looked at the railroad’s commitment to innovation, safety, and the environment.

“Policy makers and opinion elites, whose perceptions are vital to Norfolk Southern’s success, tend to support companies whose leadership helps spur innovation and growth,” RP3 says. “But freight rail was seen as old school. So we launched ‘Reimagine Possible,’ a fully integrated, cross-channel campaign that redefines rail as we know it, by showing Norfolk Southern as a cutting-edge tech company with tools like data-crunching supercomputers and NASA-worthy dispatch centers to power our nation’s economy.”

NORFOLK SOUTHERN TRAIN WORKERS GET SICK AFTER PASSING THROUGH “MIST”

Dec. 30, 2019, David C. Lester, Managing Editor, Railway Track & Structures - Norfolk, Va. station *13ABCNewsNow* reports that a Norfolk Southern train crew, operating a train through Suffolk, Va., got sick after their train past through some sort of mist. Firefighters found two sick workers aboard a stopped NS train at Lake Meade Drive and Lake Cahoon Road around 9:00 p.m. on Saturday, December 28. Prior to the firefighters discovery of the train and workers, they had received reports of suspected hazardous materials in the area.

A member of the Virginia Department of Emergency Management Hazmat Team did not find any sign of the mist after visiting the location.

This event remains under investigation, and RT&S will continue to report on this story as events warrant.

NEW NS DEPARTMENT COMBINES COMMUNICATIONS, SIGNALS, LOCOMOTIVES

CORONADO, Calif., Jan. 13, 2020, David Lassen, Trains News Wire — A few final notes from last week's National Railroad Construction and Maintenance Conference at the Hotel Del Coronado:

NS communications restructuring: One unique aspect of Norfolk Southern's "reimagining," — its label for Precision Scheduled Railroading-style changes — is that it has spun off its communication and signals group, historically part of its engineering department, into a stand-alone department known as Advanced Train Control. Somewhat surprisingly — at least at first glance — it also includes locomotives and mechanical shops.

"While this might seem like an odd pairing," said David Becker, NS chief engineer, design and construction, "it's really very forward looking, given the level of integrated train-control technology found on a modern locomotive, and the potential opportunities to leverage the investments that have been made on PTC."

LATEST NS LOCOMOTIVE SALE INCLUDES RARE SD80MACs

Jan. 20, 2020, Dan Cupper, Trains News Wire - Following its recent auction of locomotives, including its four Executive F units, Norfolk Southern is continuing to pare its fleet of units that are oddballs, old, or both.



NORFOLK SOUTHERN SD80MAC LOCOMOTIVES ARE PARKED AT ALTOONA, PA., DURING A BUSINESS DOWNTURN IN 2009. NS IS LOOKING TO SELL ALL 29 OF THE UNITS - DAN CUPPER

The latest group of locomotives for sale includes the 29-unit, unique-to-Conrail fleet of Electro-Motive Division SD80MACs, carrying NS Nos. 7200-7228. Built in 1995-1996 and originally numbered 4100-4128, they were Conrail's only venture into alternating-current-powered locomotives.

Listed at 5,000 hp, they are also NS's most powerful single units. Twelve of the locomotives went to CSX Transportation in the 1999 split of Conrail, but those were later acquired by NS, reuniting the SD80MAC fleet under one ownership.

During Conrail years and initially under NS, the 80MACs worked in coal service around South Fork, Cresson, and Altoona, Pa. Later, they operated in more widespread assignments. In implementing its own version of Precision Scheduled Railroading, NS has parked the units, so it is little surprise that they are on the sale list.

Also up for sale are RPU6 Slug 879 (a former EMD SD40) and RP-E4 Slugs 912 and 913 (former Norfolk & Western GP9s); MP15E's 2368 (ex-Southern/Central of Georgia), 2374, and 2381 (both ex-Southern); GP38-2s 5202 (ex-Southern) and 5276 (ex-Penn Central); and GP40-2 3030 (ex-Conrail).

The largest group is a batch of 58 EMD SD40-2s. Among them are units of the following origins: Alabama Great Southern (Southern subsidiary; 1 unit); Burlington Northern (16 units), Canadian Pacific (two units), Central of Georgia (Southern subsidiary, five units), Cincinnati New Orleans & Texas Pacific (Southern subsidiary, two units), Colorado & Southern (BN subsidiary, one unit), Conrail (11 units), Georgia Southern & Florida (Southern subsidiary, one unit), Kennecott Copper Co. (one unit), Missouri Pacific (one unit), Norfolk & Western (nine units), and Union Pacific (two units).

Among the SD40-2s are a few that are 45 years old. Some were owned

continuously by NS and predecessors, while others were acquired through locomotive lease firms CEFX, CITX, or FURX. Some were rebuilt with "Admiral cabs" by NS's Juniata Locomotive Shop in Altoona, Pa.



DELAWARE-LACKAWANNA RAILROAD POSTS RECORD CARLOADS IN 2019

SCRANTON, PA., Jan. 3, 2020, Progressive Railroading - The Delaware-Lackawanna Railroad Co. Inc. logged a record 9,690 carloads in 2019, a 2.5 percent increase

compared with 2018, the *Pennsylvania Northeast Regional Railroad Authority* reported yesterday.

The railroad is the rail operator for all authority-owned lines in Lackawanna and Monroe counties.

"These numbers show the explosive economic growth and development that has taken place since the rail authority first acquired these rail lines that were facing abandonment and liquidation by the private railroads in the 1980s," said authority President Larry Malski in a press release.

In addition, the railroad was successful in obtaining and is administering \$2.9 million in Pennsylvania Department of Transportation (PennDOT) grants through year-end 2021 on the authority's rail infrastructure. Projects include the installation of new ties, rail and ballast; surfacing; and the upgrade of two bridges.

The Carbondale Rail Transload also was recently awarded a PennDOT grant for further upgrades and expansion of its facilities in Carbondale in the amount of \$297,528.

"This new industry has become our second largest rail shipper, and is indicative of the new rail dependent industries that have created new jobs and economic development in Lackawanna and Monroe counties," Malski said.



READING & NORTHERN REPORTS RECORD GROWTH

January 8, 2020 - Port Clinton, PA - Reading & Northern Railroad (R&N) had another banner year breaking previous records for

carloadings, freight revenue, and excursion ticket sales.

Despite the fact that the national rail freight industry suffered a 5% decline in traffic, R&N had a 6% increase in carloadings. R&N ended the year hauling over 34,000 carloads, a 2,000 carload increase from 2018. Revenues were up by double digits as a result of changes in traffic mix and implementation of strategies to increase R&N length of hauls in order to reduce transit time for our customers.

Traffic numbers would have been even more robust if not for the loss of 1000 carloads of export anthracite coal business. That reduction was more than offset by the fact that 20 existing on-line customers increased their rail business by over 10%. The fact that half of R&N customers significantly increased their use of rail is due in large part to the phenomenal service provided by R&N. Since R&N implemented its guaranteed service program offering every customer a guaranteed two hour service window and 5 day a week minimum service, R&N has met that schedule 99% of the time. R&N also offers extra services for little or no fees and reasonable demurrage and storage costs.

Traffic numbers will only increase in 2020 as a number of industrial development projects begin a full year of service. R&N had two significant new customers come on-line in the 4th quarter at the Humboldt Industrial Park in Hazleton that will grow the carloadings substantially in 2020. There are a number of other industrial projects in the pipeline that should begin operation in mid-2020.

In addition, R&N has significantly grown its anthracite coal business by working with offline steel mills and our interline partner Norfolk Southern Railroad. With more on-line coal facilities

and production starting in 2020 and more steel mills signing up to receive

Pennsylvania anthracite, R&N anticipates significant growth in the coal business for years to come.

Another area of big growth was R&N's transloading and warehouse business. 2019 marked the first year in operation of R&N's owned and operated warehouse in Ransom. Business exceeded expectations as many customers chose R&N to store and ultimately forward by rail OR truck their goods. At year's end R&N also opened its new West Hazleton transload site, which is already handling substantial carloads of coiled steel.

R&N and its sister company, Lehigh Gorge Scenic Railway, increased its ridership in 2019 as over 143,000 people used one of R&N's many passenger train offerings. This accomplishment is more noteworthy given that R&N shut down its LGSR operations in Jim Thorpe in November due to a tax dispute with the Borough's council. While that issue remains unresolved R&N is confident that its extensive passenger program will thrive in 2020 with new offerings and new equipment.


The continuation of growth year after year at R&N reflects the hard work and dedication of nearly 300 men and women. As R&N continues to grow it continues to add and promote its employees. In 2019 R&N hired 31 people to help manage the freight business. R&N also gave all of its hourly employees six bonuses during the course of the year; each one equal to one percent of the employee's annual pay.

In addition to investing in its employees, R&N also heavily invested in capital assets in 2019. Under the direction of entrepreneurial owner/CEO, Andy Muller, Jr., R&N purchased 236 rail cars (mostly for anthracite coal service), 2 F-Unit locomotives from NS, a welded rail train and 24,000 ties. R&N also continued its investment in its Nesquehoning Bridge project, which is expected to open for business in the first quarter of 2020. By the time the bridge is completed R&N will have spent over \$4 million of its own capital to build this critical link in the northeastern rail system.

"We are committed to growing our business. Growth is good for our employees, the communities we serve and the customers we service. In order to grow we must invest in our railroad and our employees and I will continue to plow our profits back into taking care of our employees and the railroad." said Andy Muller, Jr.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 70 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill and Wyoming). It has expanded its operations over the last 30+ years and now handles over 34,000 carloads of freight and 140,000 excursion train riders over 400 miles of track. Reading and Northern operates both freight services and steam and diesel-powered excursion passenger services, owns almost 1,300 freight cars, and employs nearly 300 dedicated employees. Reading & Northern has repeatedly been honored as one of the premier railroads in the nation.

MARYLAND DOT ANNOUNCES FIRST PURPLE LINE LIGHT-RAIL SEGMENT

 Jan. 2, 2020, Progressive Railroading - The Maryland Department of Transportation Maryland Transit Administration (MTA) announced that the first part of its Purple light-rail line will run between New Carrollton and College Park, Maryland, by late 2022, *The Washington Post* reported.

MTA officials previously announced that the first segment of the Purple Line would be constructed between New Carrollton and Bethesda, but didn't name a western terminus.

MTA officials last month told the *Post* that College Park was the most logical western terminus for the line because the train stop there will have cross over tracks that allow light-rail vehicles to turn around.

The line's second segment is expected to extend to Montgomery County by 2023.

When the 16-mile, 21-station line opens for service, it will connect to the MTA-owned MARC Train commuter service, the Washington Metropolitan

Area Transit Authority's Metrorail and Amtrak.

NJ TRANSIT
The Way To Go.



NJ TRANSIT REPLACING DIESEL ENGINES ON RIVER LINE TO REDUCE FUEL USE UP TO 15%

NEWARK, NJ, Jan. 10, 2020, NJ Transit News Release — NJ TRANSIT is upgrading River LINE Light Rail Vehicle engines to significantly improve fuel efficiency and lessen the environmental impact of operating the line. The more than 20 Tier IV diesel engines from Cummins will replace the current 15-year old Tier I engines to bring the line into alignment with current EPA emissions standards, and result in fuel savings of 10 to 15 percent.

"NJ TRANSIT service gets people out of cars and is one the best ways to limit state-wide greenhouse gas emissions," said NJ TRANSIT President and CEO Kevin Corbett. "At the same time, these engines will help NJ TRANSIT reduce its carbon footprint and operating costs through better fuel efficiency."

The existing Tier I engines, in addition to being less efficient than their replacements, have reached the end of their useful life. Maintenance cost and time in the shop continues to increase as many of the necessary parts are no longer in production.



Compared to the current engines, the Tier IV engines are expected to reduce oxides of nitrogen (NOx) emissions by at least 57 percent, and lower particulate matter (PM) by 90 percent. This will greatly reduce the impact of the River LINE on the local and global environment.

The retrofit of new engines includes heating systems on the cars, installation of auxiliary power to reduce down time, upgraded control and diagnostic features, and enhancement of the fire suppression system will

expand the useful life of existing River LINE vehicles to 30 years.

Total cost for the project from design to installation and moving customers is approximately \$700,000, and full implementation of the Tier IV engines should be completed by Spring 2022.

There will be no impact to service as the engines are installed on the fleet.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN FEBRUARY

Feb. 26, 1903 - Atglen & Susquehanna low grade freight line placed under contract.

Feb. 13, 1908 - Automatic block signals (upper-quadrant semaphores) placed in service between Media and West Chester, Pa. Automatic block signals being extended from Wawa to Oxford on Octoraro Branch.

Feb. 22, 1913 - LIRR moves most offices from Long Island City to new Jamaica Station.

Feb. 1918 - McKeen car No. 4701 reassigned from Olean-Bradford service to Frederick-Keymar run on Baltimore Division; soon retired for scrap.

Feb. 21, 1923 - PRR purchases former foundry at 49th Street & Merion

**JANUARY, 2020
CHAPTER MEETING MINUTES**

There are no Membership Meeting Minutes to report - there was no Regular Membership Meeting in January.



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



**GRAFFITI SCRIBBLED IN PAINT ACROSS READING
RAILROAD MURAL**

2016 painting part of public arts initiative

READING, Pa. - Police are hoping the public can put them on the right track in their efforts to identify the vandal or vandals who defaced a three-year-old mural that pays tribute to Reading's rich railroad history.

The city police posted to Facebook on Wednesday a photo that shows graffiti scribbled in white paint across part of the mural, which depicts a Reading Railroad steam engine crossing a trestle.



The mural, which covers the side of the New Hunan restaurant at 334 Penn St., was created by Baltimore-area artist Edward Williams. It was put there in 2016 as part of a program sponsored by the National Endowment for the Arts and the Main Street Public Arts Initiative.

Police ask anyone with information about the vandalism to call them at 610-655-6116.

Anonymous tips can also be submitted to Crime Alert Berks County by sending a text to 847411, starting the message with alertberks, or by calling 877-373-9913. A cash reward is being offered for information that leads to an arrest.



**JUDGE RECOMMENDS DURANGO & SILVERTON
WILDFIRE LAWSUIT MOVES FORWARD**

DURANGO, Colo., Jan. 2, 2020, Justin Franz, Trains News Wire — A federal judge in Colorado has recommended the Durango & Silverton Narrow Gauge Railroad's motion to dismiss a lawsuit seeking costs associated with a 2018 wildfire be thrown out.

In July 2019, attorneys for the federal government filed a lawsuit demanding the narrow gauge railroad pay \$25 million to compensate the U.S. Forest Service for resources used to douse the 53,000-acre 416 Fire that began on June 1, 2018, near Hermosa, Colo. Fire investigators stated that the fire was the result of a cinder from a passing steam train. Two months later, attorneys for the railroad moved to have the case thrown out of court, arguing that state and federal law only allows the government to sue for damages caused by a wildfire but not suppression costs.

The presiding judge asked for the opinion of another federal judge and, on

Dec. 27, that judge recommended that the D&SNG's motion be dismissed and that the case move forward.

"The United States (government) is entitled to whatever protection is afforded to other landowners in Colorado — including entitlement to recovery of fire suppression costs," wrote U.S. Magistrate Judge N. Reid Neureiter.

As of Dec. 31, presiding judge Robert E. Blackburn had not formally dismissed the motion.

The 416 Fire forced the evacuation of thousands of people near Hermosa and closed the railroad for well over a month. Train service resumed in July after rain helped reduce the fire danger, but it was disrupted again a few weeks later by a series of mudslides in the recently burned area, again forcing the railroad to significantly alter its operations until fall.

Almost as soon as the fire began, local residents were blaming the railroad for the blaze. Multiple eyewitnesses told local news outlets that they saw the fire start after the train passed by.

Although the railroad has not taken responsibility for the 416 Fire, it has vowed to do more to prevent locomotive-caused fires in the future. Soon after the fire began, the railroad began work on converting K-37 locomotive No. 493 to burn oil and it announced that it would be purchasing two new diesel locomotives.

The trial is currently set to take place in November and December 2020. According to court records, prosecutors and the defense expect the trial to last 10 days.

LEWES RAILROAD SWING BRIDGE FUTURE STILL UNKNOWN

LEWES, DE., Dec. 30, 2019, By Nick Roth - Cape Gazette - With a deadline quickly approaching, the Lewes Junction Railroad and Bridge Association is scrambling to find a new home for the historic railroad swing bridge in the Lewes-Rehoboth Canal.

The latest idea is to move the bridge to Great Marsh Park off New Road, home to the Lewes Unleashed Dog Park and the Lewes Community Garden. The idea went before the city's parks and recreation commission Dec. 16, when the group supported preservation of the bridge. Parks and Rec Chair Alison Kirk said the commission passed a motion to study the concept and feasibility of putting the bridge in Great Marsh Park. "This is not a absolute final approval to put it in Great Marsh Park, but that parks & recreation will study and look at the bridge and if it will fit into the master plan of the park," she said.

Parks and rec is in the midst of working on a master plan, she said.

Previously presented ideas involving city and state property have been scrapped due to concerns over maintenance and liability.

Department of Transportation officials said they ideally want to know the bridge has a willing recipient by the end of the year so the state can move forward with plans to remove the structure next fall.



THE RAILROAD SWING BRIDGE IN THE LEWES-REHOBOTH CANAL WITH THE FORMER RAIL BED HEADING TOWARD THE DELAWARE BAY. PHOTO BY NICK ROTH, CAPE GAZETTE

If no site can be found, DeIDOT Chief of Bridges and Structures Jason Hastings said, the likely result will be preservation through photographs, and the bridge will be removed and scrapped.

Gary Wray of the Lewes Junction Railroad and Bridge

Association said he's happy with how the commission reacted to the Great Marsh Park idea.

"This bridge has served us for over 100 years," he said. "It now needs our help. I was there to ask for that help. I think that really resonated with them."

The bridge was built in 1916. The bridge served the menhaden fish factory, Cape Henlopen State Park, Fort Miles and, more recently, SPI Pharma.

The railroad from Cool Spring to Lewes was decommissioned in 2017 after it was discovered it had dropped 7 to 8 inches due to settlement of the structure in the canal below. Significant erosion has taken place in the canal bank around the bridge structure, which DeIDOT believes will be remedied with the removal of the bridge.

Once the bridge is removed, DeIDOT Director of Community Relations C.R. McLeod said, the shoreline will be replaced with rip rap.

Saving the bridge is only one goal of the Lewes Junction Railroad and Bridge Association. The group also has plans to procure several railroad cars, including an engine, passenger car and cabooses, and relocate them to a 210-foot section of track between the Lewes Public Library and the Lewes History Museum. Due to interest from the group, DeIDOT left the small section of track in place when removing the railroad in 2018.

The railroad cars would be part of a larger outdoor museum aimed at honoring Lewes' nearly 150-year railroad history, ending Dec. 15, 2017, when the last train left town.



BALDWIN 'SHARKNOSE' LOCOMOTIVES WILL EVENTUALLY GO TO MUSEUM, OWNER SAYS

WELLS, Mich., Jan. 10, 2020, Steve Glischinski, *Trains News Wire* — The owner of the only two surviving Baldwin RF-16 "Sharknose" diesel locomotives says they will eventually go to a museum. Escanaba & Lake Superior Railroad owner and

President John Larkin, in an exclusive interview for *Trains News Wire*, says that, upon his passing, the two units will go to museums. What museum that will be is yet to be determined, he says.

Baldwin built 109 such A units and 51 B-units between 1950 and 1953 for Baltimore & Ohio, New York Central, and the Pennsylvania Railroad. In 1967 the Monongahela Railway purchased seven As and two Bs from NYC, and operated them into the 1970s. The last two As, Nos. 1205 and 1216, which were in danger of scrapping, were purchased by Delaware & Hudson in 1974. They were used in freight service and in passenger excursion service on the D&H until late 1978, when they were purchased by Illinois-based Castolite Corp. That company leased them to the now defunct Michigan Northern, and then they were moved to E&LS.

No. 1216 was briefly used by E&LS in the summer of 1979; No. 1205 had mechanical issues and remained stored. No. 1216 saw another revival in autumn 1982, but after a few trips between the railroad's headquarters in Wells and Channing the unit's crankshaft broke and it has been stored ever since.

Larkin, 73 acquired the units in the 1980s and has kept them in indoor storage ever since. He also acquired Baldwin prime movers and other parts in the event the units were ever restored, but says the costs of rebuilding them would be significant. "But they are protected and out of the weather. They are inside so they are not further deteriorating," he says.

Many railfans are perplexed as to why the units are not available for viewing and why nothing has been done with them over the years. Despite the fact that in the 1980s the owner erected signs that banned railfans from E&LS property, he sits on the board of the Lake Superior Railroad Museum and has assisted that group in several restoration projects. E&LS is working on the restoration and repainting of the museum's Northern Pacific North Coast Limited observation car Rainier Club. His interest in railway preservation has resulted in his amassing a large collection of passenger cars and locomotives, but it is his personal, private collection and therefore is not open to the public.

The railroad is not accepting phone calls, emails, or other correspondence regarding the locomotives' status.



NATIONWIDE RAILROAD LABOR TALKS START IN FEBRUARY; CSX TO NEGOTIATE WAGES SEPARATELY

WASHINGTON, Jan. 15, 2020, Justin Franz, *Trains News Wire* — Representatives of six Class I railroads and a coalition of labor unions representing more than 125,000 railroaders are set to begin the next round of contract negotiations on Feb. 26 and 27 in Washington.

According to officials with SMART Transportation Division, one of the largest unions represented in the talks, negotiations are expected to continue through 2020 and additional meetings are currently scheduled to take place in Cleveland; Omaha, Neb.; and Chicago.

The National Carriers' Conference Committee represents BNSF Railway, CSX Transportation, Kansas City Southern, Norfolk Southern, Union Pacific, and the U.S. railroads owned directly or indirectly by Canadian National.

The railroads will be negotiating with the Coordinated Bargaining Coalition, representing American Train Dispatchers Association, Brotherhood of Locomotive Engineers and Trainmen, Brotherhood of Railroad Signalmen, International Association of Machinists, International Brotherhood of Boilermakers, National Conference of Firemen & Oilers, International Brotherhood of Electrical Workers, Transport Workers Union of America, Transportation Communications Union and SMART-TD.

The public learned on Tuesday that CSX would only take part in national negotiations health and welfare issues. CSX and SMART-TD are expected to hold their own bargaining sessions to discuss wages and work rules later this month. It's unclear when the other unions will begin talks with CSX.

National bargaining between Class I railroads and labor groups happen every five years and is governed by the Railway Labor Act, a 93-year-old law meant to try and avoid major railroad strikes that could cripple the economy. If the railroads and the unions are unable to come to an agreement, the National Mediation Board can step in and help forge an agreement. If that doesn't work, the independent government agency offers binding arbitration. If either side refuses arbitration, a 30-day "cooling off" period begins. After a month, unions can go on strike or railroads can lock employees out. If the dispute threatens to impact interstate commerce, the president can establish a board to investigate the issue and Congress can force a settlement.

The previous contract does not have an expiration date so there is no deadline for negotiations. Talks can continue for as long as both sides believe progress is being made. The last round of talks began in January 2015 and ended three years later.

This round of talks is expected to be tense as the railroads and unions discuss the prospects of single-person crews.

In the seven-page Section 6 notice issued in November, the railroads called for conductors to be taken out of the locomotive cab to become a "ground-based" position. The plan is similar to one BNSF negotiated with SMART-TD General Committee GO-001 back in 2014 that called for having a single-person aboard each train and a conductor in an automobile working with multiple trains on a specific territory. That proposal was later rejected by a 5-to-1 margin in a committee-wide vote.

In the new notice, the railroads argue that single-person crews are necessary for the industry to remain competitive. Unions counter that the push to single-person crews is instead a way to eliminate jobs while increasing the dangers facing the employees that remain.

THIS MONTH'S BANNER PHOTO

Penn Central Train No. 2000, *The Metroliner*, on the Inaugural Run of the Metroliners passing Ivy City Terminal, Washington D.C. on January 16, 1969.
Photo by Roger Puta.

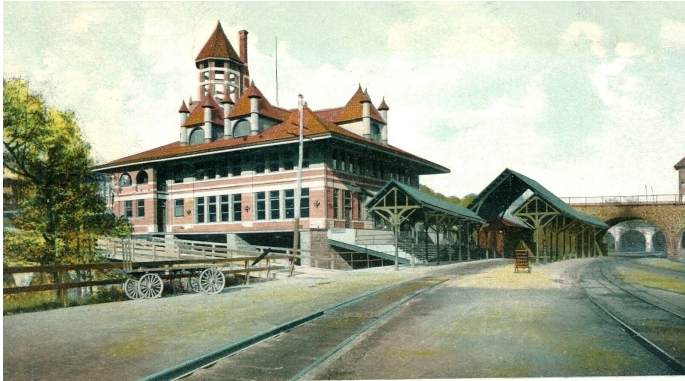


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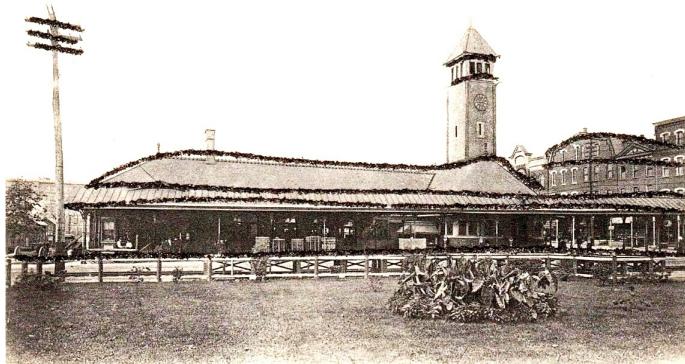
THE POSTCARD RAILROAD

ALLENTOWN, PA.



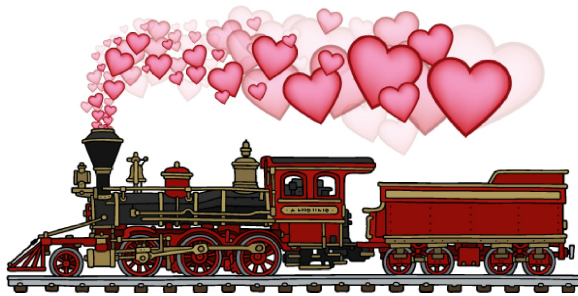
12 625 Lehigh Valley R.R. Station, Allentown, Pa.

LEHIGH VALLEY RAILROAD - POSTMARKED MAY 16, 1907



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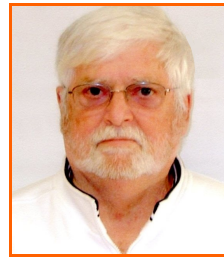
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Change at Haddonfield for Philadelphia

DRUG
PENNSYLVANIA-READING SEASHORE LINES

Cape May County Gazette
Cape May Court House, N.J.
February 11, 1954

LAST RUN



The Lancaster Chapter, Inc., N.R.H.S. extends sincerest sympathy to Janice Russell and family on the passing of her husband and Chapter Member Evan Russell, Jr., age 84, on the evening of January 17, 2020. Evan may be best known for his love of trains and was an avid collector of model trains.

If you wish to send a card to the family, they may be addressed to Janice Russell, 1149 Marshallton Thorndale Rd., West Chester, PA 19380-1513.



DISNEY, BRIGHTLINE CONFIRM TALKS OVER THEME-PARK RAIL STATION

ORLANDO, FL., Jan. 20, 2020, Progressive Railroading - Officials representing the Walt Disney Co. and private passenger-rail service Brightline/Virgin Trains USA have confirmed they're in advanced discussions about construction of a train station on or near theme-park property as part of a route to Tampa. The talks with Disney are in a "rather advanced state now," said Michael Cegelis, Virgin's executive vice president for infrastructure, the *Orlando Sentinel* reported.

Walt Disney World Resort is an obvious choice for a rail station between Orlando International Airport and Tampa, Disney officials said.

"While we have not yet made any definitive commitment, we have mutually agreed to more formally explore developing a train station on our property," they said in a prepared statement.

Brightline/Virgin Trains is working on a \$4 billion, 160-mile expansion from West Palm Beach to the Orlando airport. Three more stations are slated to open late this year in south Florida: They are in Aventura, PortMiami and Boca Raton. Train stations also are under consideration for the Space Coast area of Brevard County and Treasure Coast region of Indian River, St. Lucie and Marin counties, the newspaper reported.

INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES

FEBRUARY, 2020 - NO CHAPTER MEMBERSHIP MEETING THIS MONTH

FEBRUARY 10, 2020 - MONDAY, 7:30 PM - CHRISTIANA FRT. STA. - LONG RANGE PLANNING COMMITTEE

MARCH 8, 2020 - SUNDAY, 2:00 AM - DAYLIGHT SAVING TIME BEGINS. TURN CLOCKS AHEAD ONE HOUR

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.

12 Hour - All Day

RAILFAN EXCURSION

"The Land of Anthracite"

April 18, 2020



Two First Time Opportunities!
Depart Reading Outer Station to Pittston, Pa and Return.

If you are not a hard core railfan --this may not be an excursion for you!

Don't miss your chance to experience the **FIRST** public passenger excursion to use RBMN's **NEW** F units 270 and 275, recently acquired from Norfolk Southern in their **NEW** paint scheme! As an added bonus, this will also be the **FIRST** public passenger excursion to run over the **NEW** Lehigh River Bridge at Jim Thorpe Junction! Get your cameras ready for two photo runbys as you travel all the way to Pittston, PA. You are welcome to bring your own food and beverages, however, light lunch and refreshments will be available for sale in two café cars for the entire trip. *-See You Onboard!*

 <p>Standard Coach Seating \$99.00 per person</p>	TICKETS	 <p>Premium Car Seating \$110.00 per person</p>
 <p>Open Air Car Seating <small>If raining, extra standard coach seating will be added. Difference in ticket price will be refunded.</small> \$125.00 per person</p>		 <p>Observation Dome Car Seating \$150.00 per person <small>climate controlled</small></p>

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LONG RANGE PLANNING COMMITTEE MEETING

**LANCASTER CHAPTER, INC., N.R.H.S.
CHRISTIANA FREIGHT STATION
10 RAILROAD AVE., CHRISTIANA, PA.
MONDAY, FEBRUARY 10, 2020
STARTING AT 7:30 PM**

**LANCASTER CHAPTER, INC.
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HISTORICAL SOCIETY
10 RAILROAD AVENUE
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