

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 51 NUMBER 3

DISTRICT 2 - CHAPTER WEBSITE: WWW.NRHS1.ORG

MARCH 2020

90 YEARS AGO THIS MONTH - MARCH 29, 1930
BROAD STREET STATION BUILDING OPENS

Market—ENGINEERING NEWS-RECORD—Place

January 30, 1930



Broad Street Station Building
of the Pennsylvania Railroad in Philadelphia

This magnificent structure is one unit of the Pennsylvania Railroad improvement program in Philadelphia. It faces the new Pennsylvania Boulevard, which will be one of the City's great thoroughfares.

Bethlehem Wide-Flange Structural Shapes are used in the steel framework of the Broad Street Station Building.

Architects, engineers and contractors have long recognized the advantages of light weight and economy in

fabrication in Bethlehem Sections. Thousands of structures of every type the world over have Bethlehem Sections in their steel framework.

BETHLEHEM STEEL COMPANY, *General Offices:* Bethlehem, Pa.
District Offices: New York, Boston, Philadelphia, Baltimore, Washington, Atlanta, Buffalo, Pittsburgh, Cleveland, Cincinnati, Detroit, Chicago, St. Louis.

Pacific Coast Distributor: Pacific Coast Steel Corporation, San Francisco, Los Angeles, Seattle, Portland, Honolulu.

Export Distributor: Bethlehem Steel Export Corporation, 25 Broadway, New York City.



BETHLEHEM
WIDE-FLANGE
STRUCTURAL SHAPES



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



OVERSIGHT REPORT SAYS AMTRAK AT RISK OF MISSING DEADLINE FOR NEW ACELAS

WASHINGTON, Jan. 24, 2020, Justin Franz - Trains News Wire — A day after Amtrak released a video of its new Acela trainset moving for the very first time, the passenger carrier's Office of Inspector General released a report warning there is “significant risk” the company will not meet its 2021 deadline to put the new high-speed train into service.

Alstom is currently building 28 Acela trainsets in Hornell, N.Y. and Amtrak officials hope to have the trains in service on the Northeast Corridor next year. The “Acela 21” program has cost \$2.1 billion and is the single largest investment in the company's 49-year history. But in a report released on Thursday, Assistant Inspector General Jim Morrison says it's likely that Amtrak will miss its target.

“The Acela 21 program is entering a critical stage if it is to begin revenue service on time,” the report states. “So far, the Acela 21 program has employed some sound program management practices. Nevertheless, management and structural weaknesses still pose significant risks. Foremost is that project delays have eliminated any cushion in the schedule, and multiple indicators point to further delays beyond the planned service launch in 2021.”

According to the report, Amtrak has not upgraded maintenance facilities or information technology systems to handle the new train. nor has it trained more than 1,000 maintenance and onboard personnel on the intricacies of the new Acela.

Alstom originally planned to deliver up to nine trainsets in 2021, but it is unclear if the manufacturer can meet that deadline.

The report notes Amtrak planned on taking an old Acela train out of service every time a new one arrived on the property. But managers tell the Office of Inspector General that plan has changed. No Acela will be taken out of service until there is confidence the new train can run in a specific time slot.

The report concludes construction and testing would have go “flawlessly” in order to meet the deadline. If Amtrak does miss the deadline, it will likely lose revenue because it will not be able to sell additional seats on trains. Each new Acela trainset will have 82 more seats than the original.

The report recommends that Amtrak ensure the managers assigned to the Acela 21 project are given the proper capacity to focus on and finish the project. It also recommends that management come up with contingency plans in case the delivery schedule falls further behind. In comments at the end of the report, Amtrak officials say they agree with the report's findings and would implement its recommendations.

The report was the result of months of interviews with Amtrak managers in late 2019 and early 2020.



PHOTO: ADAM HUSHIN, NEW BRITAIN HERALD

AMTRAK TRAIN STRIKES MAINTENANCE TRUCK IN CONNECTICUT, SIX PASSENGERS INJURED

HARTFORD, Conn., Jan. 24, 2020, Trains News Wire – An Amtrak train has struck an engineering truck at Newington, on the Hartford Line, about 5 miles southeast of Hartford on Friday. Six people onboard

the train were injured.

Two workers in the truck were able to escape before the impact, according to local media reports.

Passengers were transferred to another train in the afternoon.

According to an Amtrak service alert, the train involved was No. 470, a northbound operating between New Haven and Springfield, Mass. Further service alerts indicate that at least one later Amtrak train was covered by CTrail equipment.

The cause of the incident is currently under investigation.

MOBILE CITY COUNCIL VOTES TO SUPPORT AMTRAK SERVICE

MOBILE, Ala., Feb. 4, 2020, Trains News Wire — The Mobile City Council has pledged its financial support to returning Amtrak service to the Gulf Coast, voting 6-1 to support the Southern Rail Commission's grant application for the New Orleans-Mobile service, WKRG-TV reports.

With the vote, the council pledges up to \$3 million toward operating expenses over the first three years the train operates. Service is projected to begin in 2023.

Mobile becomes the first government entity in Alabama to support the effort, which has already received significant commitments in Mississippi and Louisiana. Alabama Gov. Kay Ivey has so far declined to support the project, citing concerns over interference with operations of the Port of Mobile.

FIRST OF AMTRAK'S NEW ACELAS WILL DEPART NEW YORK STATE FOR HIGH SPEED TESTING IN COLORADO

WASHINGTON, Feb. 13, 2020, Trains News Wire from an Amtrak news release, Feb. 13, 2020– The first of Amtrak's 28 new Acela trainsets, scheduled to enter service throughout the Northeast Corridor in 2021, will be leaving from Alstom's facility in Hornell, N.Y. on Monday, Feb. 17 for high-speed testing at the Transportation Technology Center near Pueblo, Colo. Nine months of dynamic testing will include the trainset's pantograph, railway dynamics, tilting, traction, slip/slide and wayside protection, brakes, and train control management systems. Once complete, the trainset will return to Alstom for installation of its interiors.



THE FIRST NEW ACELA TRAIN EN ROUTE TO THE TTCI TEST TRACK IN PUEBLO - INTERNATIONAL RAILWAY JOURNAL

“Amtrak is proud to celebrate this major achievement for the new Acela fleet program, as we are bringing customers one step closer to enjoying the benefits of these new trains,” said Amtrak President and CEO Richard Anderson. “With strong demand for

Acela travel continuing to grow, we will test the trains to ensure customers will have safe and reliable service with modern amenities when these trains go into service next year.”

“Alstom is immensely pleased to partner with Amtrak to deliver Acela high-speed trainsets for service on the Northeast Corridor,” said Jérôme Wallut, Senior Vice-President for Alstom in North America. “We would like to thank and congratulate all of our employees, suppliers and partners who helped make this important milestone a reality. This milestone is another step

closer in the realization of high-speed train manufacturing here in America.”

Amtrak served more than 3.5 million Acela customers in fiscal year 2019, a 4.3% increase from fiscal year 2018. In Dec. 2019, Acela had its best month ever, with a 16% ridership increase over the previous year.

The new trains will accommodate nearly 25 percent more customers while continuing the spacious, high-end comfort of the current Acela service. Each train will feature improved Wi-Fi access, personal outlets, USB ports and adjustable reading lights and feature sustainable components, including seating made from recycled leather.

Acela trains are also the country's fastest, most comfortable and all-electric intercity trains, providing a more environmentally friendly way to travel. Amtrak will further reduce its carbon footprint by using 40 percent less energy per Acela customer when these trains enter service.

In preparation for the new fleet, Amtrak is undertaking a record amount of track and infrastructure work along the NEC aimed at improving ride quality, increasing reliability, and increasing overall on-time performance. Additional information about Amtrak's support of the new Acela can be found at Amtrak.com.

Alstom is building the next generation high-speed Acela trainsets using parts manufactured by nearly 250 suppliers in 27 states, with 95 percent of the components produced domestically. More than 1,300 new jobs are being generated in nearly 90 communities across the United States to support production, including the creation of new, sustainable, high-tech, engineering and manufacturing jobs. Alstom employs more than 800 people in Hornell, including members of the International Association of Machinists and Aerospace Workers.

The prototype set will travel from Buffalo, N.Y., to La Junta, Colo., via Chicago, from Feb. 17 to 19, on the route used by Amtrak's Lake Shore Limited and Southwest Chief trains. Those who want to see or take photos of this movement are reminded to stay well-away from the tracks and platforms, and should absolutely not trespass on private railroad property.

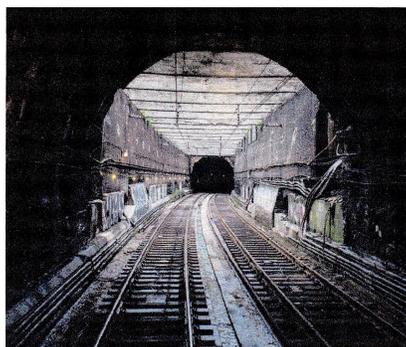
Alstom has also completed the assembly of its second trainset, which is expected to travel to Amtrak's Penn Coach Yard in Philadelphia for testing in March 2020. The construction of the third trainset began in November 2019 and is tentatively scheduled to travel to Philadelphia for testing in September 2020.

READY TO BUILD **AMTRAK BEGINS REHAB PROJECT AT BALTIMORE & POTOMAC TUNNEL**

LEARN MORE AT NEC.AMTRAK.COM

A critical step until tunnel is replaced

BALTIMORE, Jan. 30, 2020, Amtrak MEDIACENTER – Amtrak continues to advance efforts to improve infrastructure along the Northeast Corridor (NEC) by launching a pilot project focused on rehabilitating the 147-year-old Baltimore & Potomac (B&P) Tunnel. The project will undertake preventive maintenance work that is critical to keep the tunnel in good working condition. Plans are in progress



SHARP CURVATURE AND TIGHT CLEARANCES RESTRICT TRAINS FROM FOUR TRACKS TO TWO TRACKS AND FROM APPROXIMATELY 90 MPH TO 30 MPH - AMTRAK PHOTO

to build a new tunnel to replace the existing tunnel under the City of Baltimore.

Work will begin in early February. Crews will replace 1,000 feet of track slab and block ties and renew track inside the tunnel that have deteriorated due to age and water infiltration. This work will take place over eight weekends, with minimal service impacts. This pilot project will allow Amtrak's Engineering Department to evaluate viable options to improve the reliability of the

B&P Tunnel.

“This preventive maintenance work is necessary, but it is not a silver bullet,” Amtrak VP, Chief Engineer Gery Williams said. “Due to its age along with growing ridership demand, full replacement of the tunnel, with a new four track tunnel system improving reliability, capacity and connectivity, is the only long-term solution.”

The two-track tunnel, which opened in 1873, is located between the West Baltimore MARC and Baltimore Penn stations and is used by Amtrak, Maryland's MARC Commuter trains and Norfolk Southern Railway freight trains.

Due to its age, the tunnel is approaching the end of its useful life. Its obsolete design creates a low-speed bottleneck on this high-traffic section of the Northeast Corridor. In 2017, after the completion of an Environmental Impact Statement (EIS), the Federal Railroad Administration issued a Record of Decision for a new four-track tunnel system to replace the existing B&P Tunnel.

Amtrak is currently undertaking a series of design modifications that will reduce the overall capital cost of the project for the new tunnels as well as mitigating certain constituency and neighborhood concerns identified through the EIS. This is a major back-log project estimated at \$5 billion.

Amtrak will continue to work with its partners, including federal, state and local stakeholders, to finalize a financing plan. In the interim Amtrak will continue to advance the design phase past 30%. The new tunnels are a 12 to 15-year project.

The NEC is the busiest railroad in North America, with approximately 2,200 Amtrak, commuter and freight trains operating over some portion of the electrified Washington-Boston route each day.



CSX PICKS CONSULTANT TEAM FOR CREATE RIGHT-OF-WAY SERVICES

CHICAGO, Jan. 31, 2020, Progressive Railroading - The Chicago Region Environmental and Transportation Efficiency Program (CREATE) partners announced this week that CSX has selected Mathewson Right of Way Co. to provide right-of-way acquisition services for two projects that are part of the 75th Street Corridor improvement project.

Mathewson will provide services for a portion of the Forest Hill Flyover project and the 71st Street grade separation project, CREATE officials said in a press release.



AT A GROUNDBREAKING IN 2018 AT THE SITE OF THE PLANNED FOREST HILL FLYOVER, FIVE LOCOMOTIVES WERE POSITIONED AT THE BELT JUNCTION TO REPRESENT SOME OF THE RAILROADS THAT USE THE BUSY CROSSOVERS EACH DAY: CSX, NS, UP, BRC AND METRA. PHOTO – CSX

disadvantaged business enterprise firms: American Surveying & Engineering and 1st AEROW Valuation Group.

The Forest Hill Flyover involves construction of a new CSX north-south rail flyover structure to eliminate conflicts between train movements at Forest Hill Junction. The other project calls for building a grade separation involving a 71st Street crossing and a CSX line.

Chicago is the No. 1 chokepoint in the U.S. rail network, with about 760 passenger and 500 freight trains traversing the large metropolitan area each

The company is expected to provide licensed land surveying expertise, title work, appraisals, preparation of plats and legal descriptions, negotiations, settlements and project management services starting in the second quarter.

The Mathewson team includes two

day.

Estimated to cost \$4.4 billion, the CREATE program involves 70 rail and road improvement projects in the Chicagoland area, 29 of which had been completed through November. A public-private partnership among more than a dozen railroads and government agencies is pursuing the projects, which range from new tracks to grade separations to highway bridges to signal upgrades.

TWO PEOPLE TAKEN TO HOSPITAL AFTER ROCKSLIDE CAUSES DERAILMENT



COURTESY: KENTUCKY ENERGY AND ENVIRONMENT CABINET

ELKHORN CITY, KY, Feb. 13, 2020, WYMT Mountain News - "At approximately 7:05 a.m. today, a southbound CSX train derailed in Draffin, KY. The train consisted of three locomotives, 96 loaded ethanol cars and two loaded sand

cars. The safety of the surrounding community, first responders and our crew is our top priority. CSX has confirmed a total of five railcars derailed, including four ethanol tanks and one sand car. CSX continues to work closely with emergency responders who determined an evacuation was not necessary. CSX is deploying environmental monitoring measures to minimize impacts. CSX crew members are safe and were transported to a local hospital for observation. CSX thanks the local first responders, emergency management officials, and Kentucky State Police for their continued assistance as we begin the recovery process."

Both CSX and the National Transportation Safety Board are investigating the incident. It's a scene that officials have seldom seen before.



One line, infinite possibilities.

NORFOLK SOUTHERN REPORTS FOURTH-QUARTER AND FULL-YEAR 2019 RESULTS

Fourth consecutive year of record operating ratio

NORFOLK, VA. - Jan 29, 2020, NS News Release - Norfolk Southern Corporation today reported fourth-quarter and full-year 2019 financial results.

Net income was \$666 million and diluted earnings per share were \$2.55 for the fourth quarter and \$2,722 million and \$10.25, respectively, for the full year. During the first year of a three-year strategic plan, Norfolk Southern produced a record operating ratio of 64.7% while managing the headwinds of a 5% decline in carload volumes.

"Norfolk Southern's strong financial performance in a year of macroeconomic headwinds is underpinned by the hard work of our team to expeditiously implement productivity initiatives throughout the year," said James A. Squires, Norfolk Southern chairman, president and CEO. "With efficiency-related cost savings gaining steam in the third quarter and increasing in the fourth quarter, we achieved a record full-year operating ratio while also producing all-time best delivery performance for customers. This was the result of extensive systemwide planning integrated with customer communications during the first half of the year that created a foundation for the flawless execution of the initial two phases of our PSR-based operating plan, TOP21, in the second half. The momentum we're carrying into 2020 will support continued value creation as we remain dedicated to the operational transformation of our business while ensuring we have a platform for growth as we look beyond the current freight cycle."

Fourth-quarter summary

> Railway operating revenues of \$2.7 billion decreased 7 percent compared with fourth-quarter 2018, driven by a 9 percent decline in total volume.

> Railway operating expenses were \$1.7 billion, a decrease of \$90 million compared with the same period last year. Lower compensation and benefits, fuel costs, equipment rents, and materials usage were partially offset by lower

gains on operating property sales and increased purchased services expense.

> Income from railway operations was \$1.0 billion, a decrease of \$116 million year-over-year. The railway operating ratio was 64.2 percent.

2019 summary

> Railway operating revenues of \$11.3 billion declined 1 percent as overall volumes were down 5 percent, reflecting carload declines in all major commodity categories.

> Railway operating expenses of \$7.3 billion decreased \$192 million, or 3 percent, compared with last year. Lower compensation and benefits, fuel costs, equipment rents, and materials costs were partially offset by lower gains on operating property sales as well as increased purchased services and depreciation expense.

> Income from railway operations was \$4.0 billion, a 1 percent increase year-over-year, and an all-time record.

> The railway operating ratio was a record 64.7 percent.

NORFOLK SOUTHERN IN 2019 SUPPORTED OVER \$1.9 BILLION IN INDUSTRIAL DEVELOPMENT

NORFOLK, VA., Jan. 30, 2020, NS News Release - Norfolk Southern announced today that in 2019 the company worked with 77 businesses that opened new or expanded facilities on its rail lines, supporting the economic growth and vitality of communities across the company's eastern U.S. network.

Norfolk Southern customers across 16 states invested nearly \$2 billion to develop 54 new and 23 expanded rail-served commercial projects. The industrial development is expected to create more than 1,160 customer jobs. The investment will generate more than 62,300 carloads of new rail traffic annually for Norfolk Southern.

"Industrial development activity in 2019 reflected modest, but steady, growth across our service area," said Chris Ingraham, assistant vice president industrial development. "We saw a balanced mix of projects across our business markets, including chemicals, agriculture, metals and construction, and forest and consumer products. Going into 2020, we're encouraged as project activity remains steady and productive."

Among the largest development projects were a fertilizer facility in Aurora, North Carolina; a butane export plant in Chesapeake, Virginia; a tissue manufacturing plant in Macon, Georgia; an asphalt facility in Chickasaw, Alabama; and an auto frame warehouse in Maumee, Ohio.

Norfolk Southern collaborates with customers and state and local economic development leaders to identify suitable rail-served sites and develop infrastructure connecting industrial development projects to its rail network. The railroad's Industrial Development Department provides free and confidential facility-location services, including industrial park planning, site layout, track design, and supply-chain analysis.

During the past 10 years, Norfolk Southern has participated in the location or expansion of 974 industrial facilities that represent private investment of nearly \$62 billion creating more than 41,800 customer jobs across its service territory.

NORFOLK SOUTHERN DERAILMENT AT BOUND BROOK, NEW JERSEY

NS Service Alert - At approximately 6 a.m. EST Thursday, Feb. 6, Norfolk Southern experienced a 5-car mainline derailment in Bound Brook, New Jersey, approximately 30 miles west of Newark, New Jersey.

Currently the route to and from north New Jersey, including Croxton and the Ports of New York, is out of service. Norfolk Southern is in the process of assessing the situation and will provide updates as conditions change.

Customers with traffic moving through this area should anticipate a delay of 24 to 48 hours. The latest ETA and routing information are always available through AccessNS.

There were no injuries to the crew and no hazardous materials involved in the incident. There were no passengers onboard.

The westbound train was en route from Oak Island Yard, a freight rail yard at Port Newark, and headed to Mingo Junction, Ohio, Rachel McDonnell Bradshaw, spokeswoman for Norfolk Southern said. Reports state that the train was hauling municipal waste.

NORFOLK SOUTHERN ANNOUNCES CLOSURE OF ROANOKE DISTRIBUTION CENTER, TRANSFER OF ROANOKE LOCOMOTIVE SHOP WORK

Norfolk Southern experienced a 48% decline in coal tons shipped since 2008, further declines expected

ROANOKE, VA., Feb. 18, 2020, WSLs 10 News, Roanoke, Va. - Norfolk Southern announced major changes to two of its Roanoke operations on Tuesday, Feb. 18.

The company will close its Roanoke Distribution Center and the transfer both the work and positions of its Roanoke Locomotive Shop to Altoona, Pennsylvania.

Despite the changes in the parts of Norfolk Southern's operations, rail operations and more than 650 employees will remain in the Roanoke Valley.

Since 2008, Norfolk Southern said it has seen a 48% decline in coal tons shipped and expects to see further declines.

Norfolk Southern also has seen a 22% reduction in its locomotive fleet since late 2018, reducing the volume of locomotive maintenance and repair required to operate safely.

Due in part to these decreases, the company determined it could no longer support two heavy-repair locomotive facilities and determined that the most appropriate location on its network for its major locomotive facility is the shop in Altoona.

Norfolk Southern said all mechanical workers, about 85 people, will be offered the opportunity to relocate to the Juniata Locomotive Shop in Altoona and 19 clerical positions will be eliminated.

The company recognizes the valuable contributions of its employees and will work with affected employees to provide relocation benefits to those who choose to relocate. Furloughed clerical employees will have the opportunity to apply for available positions elsewhere on the NS system.

It is anticipated that affected employees at the Roanoke Distribution Center will continue working through approximately April 18, 2020, and personnel at the Roanoke Locomotive Shop through approximately May 18, 2020.

The following is a statement from Norfolk Southern:

Norfolk Southern today announced the closure of its Roanoke Distribution Center in Virginia and the planned transfer of the work associated with its Roanoke Locomotive Shop to Altoona, Pennsylvania. Roanoke Locomotive Shop mechanical employees will have the opportunity to transfer to the Juniata Locomotive Shop in Altoona and will be eligible for relocation benefits.

This difficult but necessary decision reflects the importance of ensuring the company maintains the right mix of people and facilities, in the right locations, to deliver exceptional customer service. This decision follows a 48% decline in coal tons shipped since 2008. Norfolk Southern also has seen a 22% reduction in our locomotive fleet since late 2018, reducing the volume of locomotive maintenance and repair required to operate safely.

We maintain a longstanding affiliation with the Roanoke area and the many generations of highly talented men and women who have worked for NS in Roanoke, which makes today's announcement especially difficult. Norfolk Southern will continue its presence and operations in Roanoke, employing more than 650 people in the Roanoke Valley.



READING & NORTHERN RAILROAD OPENS NEW \$14 MILLION BRIDGE

PORT CLINTON, PA, Feb. 5, 2020, Reading & Northern Press Release - With the sound of a whistle Andy Muller, Jr, Reading & Northern's Owner and CEO, heralded the crossing of the

Lehigh River on a brand new railroad bridge from the engineer's seat in locomotive #5033. The product of over 20 years of work by Muller, the Nesquehoning Bridge Phase 2 connects the R&N's Reading and Lehigh Divisions allowing for a progressive, expedited move between Reading and the Scranton area. The bridge was built with a combination of public funding and a 30% match by the railroad. "This bridge represents a dream come true for me and the railroad." said Muller. "I began working on this

project as soon as we purchased the Lehigh Line from Conrail in 1996. We are grateful for the support of Governor Wolf and the PennDOT team as well as our local legislators like Senators Dave Argall and John Yudichak. This bridge will improve the efficiency of rail transportation in our area of the state creating a stronger climate for sustaining and creating jobs by helping existing businesses grow and attracting new enterprises. This bridge was built on time and on budget and is testament to the great work of our Reading Northern employees and our primary contractor, J. D. Eckman."



THE FIRST READING & NORTHERN TRAIN CROSSES THE NEW BRIDGE OVER THE LEHIGH RIVER ON FEB. 4 - READING & NORTHERN

READING & NORTHERN REACHES AGREEMENT WITH JIM THORPE TO RESTORE PASSENGER SERVICE

PORT CLINTON, PA., Feb. 11, 2020, Reading & Northern Press Release – Reading & Northern Railroad announced that it has resolved its amusement tax dispute with Jim Thorpe and will resume passenger rail service to/from Jim Thorpe this Spring. The first train trips will be at Winterfest this coming Saturday, February 15, 2020. During discussions over the last three months the railroad advised Borough officials about its efforts to support the development of tourism in Jim Thorpe and Carbon County. Reading & Northern noted that it spent over \$50,000 a year on advertising and brochures promoting Jim Thorpe and Carbon County. As a result of those efforts, and the investments made by the railroad in its passenger fleet and services, over 200,000 people visited Jim Thorpe to see and ride the railroad. The result of these investments has benefited the merchants and citizens of Jim Thorpe and Carbon County.

"We are pleased to resume service to and from Jim Thorpe and put the amusement tax issue behind us. We have consistently stated that we are not now, and have never been, an amusement. Reading & Northern is regulated strictly by the Federal government's Federal Railroad Administration. The FRA regulates our track, our engines, our rolling stock and our engineers and conductors. We take railroading very seriously. While we are primarily a freight railroad, handling a record-breaking 34,000 carloads last year, we love to provide passenger trips to the communities we serve. It is our way of paying back to our region by sharing our love of railroading with old and young alike. We are delighted that the Borough leadership has decided to work with us on continuing our tradition of bringing visitors to Jim Thorpe and offering train rides sharing the history of Jim Thorpe and the region to people from all over the country." said Andy Muller, Jr., Owner/CEO of Reading & Northern Railroad.

Reading & Northern will announce its forthcoming passenger schedule in the near future.



NO NJ TRANSIT FARE INCREASE IN 2020

KEARNY, N.J., Jan. 22, 2020, Trains News Wire — NJ Transit will not increase fares in 2020, Gov. Phil Murphy said Tuesday, marking the third year under Murphy and fifth overall without a price hike.

NorthJersey.com reports that Murphy, speaking at a ceremony for a

graduating class for NJ Transit railroad engineers, said he was making a commitment that the budget he will introduce next month will not include an increase for commuters "who already pay some of the highest fares in the country."

Seven engineers were part of the graduating class, the fourth in a year to address NJ Transit's ongoing operator shortage.

NJ TRANSIT MAKES MAJOR ADVANCEMENT IN POSITIVE TRAIN CONTROL PROJECT

FRA Gives Approval for Revenue Service Demonstration to Begin

NEWARK, NJ, Feb. 18, 2020, NJ Transit News Release – The Federal Railroad Administration (FRA) has given NJ TRANSIT approval to begin Revenue Service Demonstration (RSD) of its Positive Train Control (PTC) system, moving NJ TRANSIT one-step closer to meeting the federally mandated deadline of PTC certification by December 31, 2020.

"Entering the RSD phase of PTC is a major milestone and a testament to the incredible work by our employees working around the clock with our contractors to ensure this important safety technology implementation remains on schedule," said NJ TRANSIT President & CEO Kevin Corbett. "Two years ago, we had just 10 months to take the project from only 12-percent to 100-percent complete toward the December 31, 2018 federally mandated interim milestone for installation – we were successful. With this announcement, and the continued support from the FRA, I'm confident we will meet the December 31, 2020 federal deadline for full implementation of PTC."

The FRA's approval allows NJ TRANSIT to initiate RSD on the Morristown Line between Summit and Denville. Previously, field testing has been conducted on test trains that did not carry customers. During RSD, NJ TRANSIT's current safety technology called Automatic Train Control (ATC) will remain active and will not be affected by the testing.

NJ TRANSIT continues to conduct and expand its non-revenue testing on its other rail lines and is working collaboratively with Amtrak and freight operators to ensure interoperability of all PTC systems.

In December 2018, NJ TRANSIT marked 100-percent completion of the FRA's 2018 year-end milestone for PTC that included installation on 282 locomotives and cab cars, 326 miles of wayside infrastructure such as poles and antennas and trained 1,745 employees.



END OF THE LINE FOR PHILADELPHIA'S PCCs? NOT SO FAST, SAYS SEPTA

PHILADELPHIA, Jan. 22, 2020, Justin Franz - Trains News Wire — The Southeastern Pennsylvania Transportation Authority is replacing its fleet of Presidents' Conference Committee streetcars with buses for nearly two years starting this weekend.

SEPTA has used the historic PCCs (now known as PCC IIs following a rebuild) on its Route 15 Girard Avenue Line since the mid-2000s. Earlier this month, the transit agency announced that buses would replace the historic streetcars because of a number of road projects. SEPTA officials say the eastern portion of the line, along Girard Avenue and Richmond Street, has already operated with buses for a number of years because of construction projects on nearby Interstate 95. "SEPTA is making this temporary change to all bus service on the Route 15 due in part to two upcoming construction projects on Girard Avenue that would have required additional adjustments to trolley service," spokesperson Carla Showell-Lee tells *Trains*.

SEPTA expects buses to remain on Route 15 through 2021, Showell-Lee says.

The news that the PCCs were being taken off the streets fueled fears that the historic cars may never return. In the early 1990s, SEPTA "temporarily" replaced its streetcars on three different routes but the green and cream PCCs did not return to regular service until 2005 and only after years of political pressure.

When the streetcars did return it was only on one route.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY'S LAST REGULAR PCC LINE, ROUTE 15 ON GIRARD AVENUE IN PHILADELPHIA WILL BE STREETCAR FREE FOR AT LEAST TWO YEARS. PCC CAR NO. 2322 IS SEEN HERE IN FEBRUARY 2008 - SCOTT A. HARTLEY

The streetcar fleet — made up of 18 1940s-era PCCs that were rebuilt in the early 2000s by Brookville Equipment Co. — have also been plagued with issues, including rusted chassis.

But Showell-Lee says SEPTA has no plans to sideline the streetcars for good.

"SEPTA's loves its trolleys," she says. "SEPTA will utilize this time to perform extensive maintenance and

rehabilitation work on the fleet of 18 PCC trolleys that serve the Route 15. The goal of this work is to extend the life of the vehicles, and improve their reliability once they are placed back into service."

The PCCs are expected to make their last runs on Route 15 on Saturday and buses will be on the route starting Sunday, January 26.

SEPTA'S UNIVERSITY CITY STATION TO BECOME PENN MEDICINE STATION IN \$3.3 MILLION DEAL

PHILADELPHIA, Jan. 27, 2020, Patricia Madej, Philadelphia Inquirer (Edited) University City Station will be known as Penn Medicine Station following a multimillion-dollar naming rights contract that looks to provide funding for SEPTA through alternative sources of revenue, the transportation authority announced Monday.

The Regional Rail station's 6,400 daily riders should expect to see changes to signage, maps, and screens in the near future, with full implementation coming in two months. The station is served by SEPTA's Airport, Warminster, Wilmington/Newark, West Trenton, and Media/Elwyn Lines.



SIGNAGE REFLECTING THE NAMING RIGHTS AGREEMENT BETWEEN SEPTA AND PENN MEDICINE - PATRICIA MADEJ

Penn Medicine will pay \$3.3 million over the five-year contract to keep the naming rights — but it's no first. Penn Medicine Station is SEPTA's fourth big rebrand in recent memory, with Pattison Station becoming AT&T Station for \$5.44 million in 2010 before changing to NRG Station in 2018 for \$5.25 million. The former Market East Station was rebranded to Jefferson Station in 2014 for \$4 million.

The funds from Monday's partnership announcement will go toward "the everyday costs of running the transit system," SEPTA board chairman Pasquale T. "Pat" Deon Sr. said in a statement.

University City Station's rebranding comes as Penn is expected to open the Pavilion, its private-room patient tower, in 2021.



PTC IN OPERATION ON 98.5% OF REQUIRED CLASS I MILES

Jan. 28, 2020, Andrew Corselli, Managing Editor, Railway Age - "America's freight railroads will finish the job on PTC by the final December 2020 deadline," said AAR president and CEO Ian Jefferies.

At the conclusion of 2019, Positive Train Control (PTC) was in operation across 98.5% of the required Class I route miles, according to the Association of American Railroads (AAR).

The nation's largest railroads remain on track to meet the final deadline for

full implementation of the critical safety technology—Dec. 31, 2020—with several railroads already operating the technology across their entire required PTC footprint, AAR said. For the remainder of this year, the Class I's will continue to focus on testing to ensure that PTC systems are fully interoperable and work seamlessly across operations as railroads regularly run across each other's tracks.

As of Dec. 31, 2019, Class I's had invested \$11.47 billion in the development, installation and implementation of PTC and had the technology in operation across 53,001 miles of the 53,676 miles of PTC-required track. As required by law, all seven railroads had installed all necessary wayside, back office and locomotive hardware; had all spectrum in place; and completed all necessary employee training as of Dec. 31, 2018.

What is required by law?

> PTC as mandated by the Rail Safety Improvement Act of 2008 (RSIA) must be designed to prevent four major types of train accidents:

- > Train-to-train collisions.
- > Derailments caused by excessive speed.
- > Unauthorized incursions by trains into sections of track where maintenance activities are taking place.
- > Movement of a train through a track switch left in the wrong position.

The statutory deadlines established by Congress required that by Dec. 31, 2018, Class I's must have:

- > All hardware installed.
- > All radio spectrum acquired.
- > Over 50% of PTC territory or route miles implemented.
- > Training completed for all employees operating in PTC-enabled territory.

All Class I's met the December 2018 requirements, which allowed them up to an additional 24 months to test and ensure the system is fully interoperable. By Dec. 31, 2020, all Class I's must have:

- > Testing completed.
- > Full PTC implementation across the network.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN MARCH

Mar. 10, 1905 - West Jersey & Seashore Railroad Board authorizes the construction of new stations at North Wildwood and Anglesea; replacing light rail between Anglesea Jct. and Anglesea, double-tracking between Anglesea and Holly Beach, a wye at Holly Beach, and a new engine house at Atlantic City.

Mar. 9, 1910 - PRR Board confirms resolution of Mar. 18, 1903, re-enlarging Broad Street Station and building a freight station between 20th & 21st Street in Philadelphia.

Mar. 18, 1915 - First test runs of MP54 electric MU cars between Overbrook and Bryn Mawr.

Mar. 1, 1920 - General reorganization; PRR replaces separate Lines East and Lines West managements with four regions (Eastern, Central, Northwestern, Southwestern) reporting to a single headquarters in Philadelphia; Altoona Shops made a separate unit reporting directly to headquarters; central Personnel Dept. created out of Labor & Wage Bureaus and absorbs Pension Dept. and Voluntary Relief Dept.; Stores Dept. created; Purchasing Dept., Stores Dept., Accounting Dept. and Traffic Dept. organized on a decentralized, regional basis.

Mar. 3, 1925 - Last run of LIRR ferry, 34th Street-Long Island City; LIRR then dismantles Long Island City ferry house and sells ferries Manhattan Beach, Southampton and Pennsylvania.

Mar. 29, 1930 - 21-story office building over Suburban Station opens; originally called "Broad Street Station Building"; PRR occupies five floors; headquarters of Eastern Region remains in old Broad Street Station.

Mar. 24, 1935 - First stage (three westernmost tracks) of new Pennsylvania Station in Newark, N.J., opens for revenue service at 10:17 AM; "DOCK" Tower placed in service at east end of station; 3-track "Dock" lift bridge replaces old swing draw.

Mar. 5, 1940 - PRR officials meet with Budd Company representatives in Broad Street Station to discuss Budd proposals for double-deck cars.



Mar. 26, 1945 - Class S2 6-8-6 steam turbine locomotive placed in revenue service between Chicago and Crestline; normally running east on *The Trail Blazer* and west on *The Admiral*.

Mar. 9, 1950 - PRSL Executive Committee authorizes the purchase of six 1500 HP Baldwin road switchers; retiring second track between Tuckahoe and Woodbine Jct.

Mar. 30, 1955 - First LIRR RDC begins operating four round trips between Babylon and Southampton in experimental East Ender service; first three round trips carry total of only 37 people; BRT local threatens a strike over operation without a brakeman.

Mar. 15, 1960 - Delair Bridge cut at 9:00 PM to permit replacement of swing span with wider vertical lift span to permit large ore carriers to reach the Fairless Works of the United States Steel Corporation.

Mar. 29, 1965 - PRR transports 150 documents of 12 presidents, including Washington's Farewell Address and the Emancipation Proclamation, from the Library of Congress to the U.S. Pavilion at the New York World's Fair.

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



TIMETABLE 03-20

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



Sunday, March 8, 2020

Daylight Saving Time begins at 2:00 am. Turn clocks AHEAD one hour.

Saturday, March 14 2020

Annual Harrisburg Railroad Show & Collectors Market sponsored by the Harrisburg Chapter, NRHS at the I. W. Abel Union Hall (Steelworkers Union), 200 Gibson St., Steelton, PA 17113. Donation at the door-\$5.00, under 12, free. At 11 am, Randy Watts, a local author & historian, will present a program on

the *Railroads of Lemoyne*. Info: Mark Irvin, 3814 Leyland Dr., Mechanicsburg, PA 17050. Phone: 717-732-3867 or irvinwepfer@msn.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

Saturday, April 25, 2020

Tuckahoe Transportation Festival, Tuckahoe, NJ with Cape May Seashore Lines. Info: www.seashorelines.org

Wednesday-Saturday, May 13-16, 2020

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

Saturday, June 6, 2020

Informal Railfan Event to the Baltimore Street Car Museum by the West Jersey Chapter, NRHS. Info: <https://www.westjersey-nrhs.org/>

Tuesday-Saturday, June 9-13, 2020

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

Friday-Saturday, June 12-13, 2020

Harrisburg Narrow O Meet, New Hope Church, 584 Colonial Club Dr., Harrisburg, PA 17112. Times: 12th: 12 noon - 6 pm; 13th: 9 am - 3 pm. Adm: \$5 per person per day. Info: Al Judy, millcreekrr@yahoo.com



**COLEBROOKDALE RAILROAD LINE IN PA.
DOES NOT KNOW WHERE IT WILL FIND MONEY
FOR NEEDED UPGRADES**

BOYERTOWN, PA., Feb. 10, 2020, Bill Wilson, Editor-in-Chief, Railway Track & Structures - When Berks County, Pa., bought the Colebrookdale Railroad line in 2009 there were some positive known facts ... and now it's apparent there were some unknowns as well.

Berks County wanted to do what was best for the local economy, and the 9-mile freight line has been relatively good for business. A passenger service, which takes passengers through woodlands and over historic bridges, also has been holding it's own. However, there is a cost to do business, and for the Colebrookdale Railroad line that cost is \$25 million.

The Berks County Redevelopment Authority, which now oversees the track, needs the money to upgrade infrastructure and maintain the aging bridges. Currently the rail and bridges cannot handle 286,000-lb railcars, so much of the money would be used to get the track up to industry standards. When the county purchased the line 10 years ago, the fact that it was not up to code was not known, and now freight customers are backing off using the rail. Kenneth Pick, executive director of the redevelopment authority, says recently two customers decided not to use the line because it did not meet the 286,000-lb standard.

The second unknown was the intense weather the region has been experiencing over the last year or so. Flooding events have affected the track to the point where maintenance is badly needed.

The county would like to see a marketing plan for the railroad, and there is some doubt that the infrastructure upgrades can be fully funded. Berks County Commissioner Kevin Barnhardt says he supports the railroad, but the reason the line was handed over to the Redevelopment Authority was so that the county would not have to make such difficult decisions. He says the figures are "beyond shocking."



'THE EAST BROAD TOP WILL RUN AGAIN AND AGAIN'

Non-profit group, backed by prominent industry figures, purchases Pennsylvania narrow gauge line

ROCKHILL FURNACE, Pa., Feb. 14, 2020, Dan Cupper, Trains News Wire – Sixty years ago, that quote by East Broad Top Railroad owner Nick Kovalchick signaled the

first rebirth of the historic East Broad Top narrow-gauge railroad in central Pennsylvania. It came true again Friday with an announcement that the bulk of the 33-mile line, including six Baldwin steam locomotives, rolling stock, and extensive shops, has been sold to the nonprofit East Broad Top Foundation, Inc., which aims to reopen it for operation in 2021.

Organized by a group of railroad-industry executives and dedicated EBT fans, the foundation plans a number of "soft-opening" events this season, including marking the 60th anniversary of the August 13, 1960, start-up of the railroad's tourist operation. The group's goal is to rehabilitate five miles of tourist-era track from Rockhill Furnace to the wye at Colgate Grove, and to restore locomotives and rolling stock to permit steam operations to resume next year.

Speaking to a crowd of some 250 people, leaders of the group promised that "The torch having been passed, the East Broad Top is back." The sale was completed Feb. 8.

Built in the 1870s, the three-foot-gauge line hauled primarily coal until the abandonment of local mines in 1956. When EBT closed that year, it was the last remaining narrow-gauge common-carrier railroad in the Eastern United States. It was bought by the Kovalchick Salvage Co. of Indiana, Pa., which in 1960 reopened a segment for tourist service in connection with a local bicentennial celebration. Under the Kovalchick family's watch, including that of Nick's son Joseph Kovalchick, EBT ran as a tourist railroad for a remarkable 52 seasons, closing at the end of 2011.

His father, Joe Kovalchick said Friday, went to 13 banks before finding one that would agree to loan him money for the down payment in 1956. Not having a toy trains as a child was the motivation for Nick purchasing the railroad, and when he bought it, he wanted to see it run again.

The sale ends decades of speculation and uncertainty over the future of the iconic line, a National Historic Landmark that is listed on the National Register of Historic Places. In the 1990s, Preservation Pennsylvania added EBT to its "Pennsylvania at Risk" list, and the National Trust for Historic Preservation did likewise, placing the railroad on its list of most endangered historic sites.

Among those who worked to organize the foundation were Lawrence Biemiller, longtime East Broad Top historian and frequent guide for shop and roundhouse tours; David Brightbill, EBT's office manager; Brad Esposito, 20-year employee of the Buffalo & Pittsburgh Railroad and new general manager of the EBT; and Stephen Lane, entrepreneur, Amtrak employee, and volunteer at the Everett Railroad.

The foundation will be governed by a 10-member board. Three members represent the group's founders, three represent the railroad and presentation industry, three represent outside or community interests, and one member will be named from the Kovalchick family.

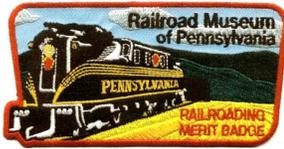
Principal backers of the foundation – and the three industry board members – are:

Bennett Levin, a retired entrepreneur and electrical and mechanical engineer who heads the Juniata Terminal Co., which owns and operates two historic former Pennsylvania Railroad Electro-Motive Division E8-model diesel locomotives and a small fleet of three private passenger cars. He has been involved in the Altoona Railroaders Memorial Museum and the Railroad Museum of Pennsylvania at Strasburg, Pa.

Charles "Wick" Moorman, retired chairman and CEO of Norfolk Southern Railroad and former CEO of Amtrak. It was he who instituted NS's "Steam for the 21st Century" program that employed steam locomotives borrowed from museums to pull public and employee specials. In addition, he instituted NS's "heritage fleet" of 20 modern diesel locomotives painted in the historic colors of railroads that were predecessors of NS.

Henry Posner III, chairman of Railroad Development Corporation of Pittsburgh. Through RDC, he oversees the Iowa Interstate Railroad and railroads in Europe, and formerly operated railroads in South America, Central America, and Africa. The Iowa Interstate owns two steam locomotives that are used occasionally for fund-raising purposes for first responders.

The three founding members of the board will be Biemiller, Brightbill, and Esposito. Of the community members, only one has been named thus far, Jane Sheffield, executive director of the Altoona-based Allegheny Ridge Corp., an economic development and heritage tourism agency.



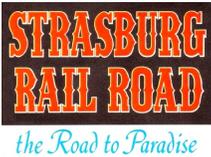
300 GAP ROAD, ROUTE 741 EAST
STRASBURG, PA 17579
WWW.RRMUSEUMPA.ORG
717-687-8628

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

Sunday, Mar. 8, 2020 - Charter Day

Saturday, Mar. 28, 2020 - Railroading 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

Weekdays Monday-Tuesday, Mar. 23-31, 2020 - LO&S Motorcar

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

Friday-Monday, May 15-18, 2020 - Day Out With Thomas and Mavis

Friday-Monday, June 19-22, 2020 - Day Out With Thomas, Percy, Mavis, and Rusty

FEBRUARY, 2020 CHAPTER MEETING MINUTES

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



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



WILDWOOD JUNCTION TRAIN STATION DEMOLISHED

COURT HOUSE, Feb. 9, 2020, Vince Conti, Cape May County Herald - The dilapidated train station, at the end of West Main Street in the old Wildwood Junction portion of Middle Township, is no more, said Mayor Timothy Donohue Feb. 3.



P-RSL RDC M-405 AT WILDWOOD JUNCTION IN AUGUST, 1970 - PHOTO BY RICH TAYLOR

Donohue congratulated Business Administrator Kimberly Krauss for successfully navigating the overlapping responsibilities regarding the station, owned by the state Department of Transportation and leased by Cape May Seashore Lines, which has been abandoned for decades.



WILDWOOD JUNCTION, NEW JERSEY STATION ON MARCH 18, 2019 - PHOTO BY BEN KRANFELD

For neighbors, it was an eyesore, and an attraction for illegal activity. For Police Chief Christopher Leusner, it was a public safety concern. Demolishing the building grew to be the only option.

The building and the tracks once carried tourists to the barrier islands for a day of sun and fun at the shore.

With the tracks no longer used, the building gave in to the environment. The municipality condemned the station in 2019, engaging in a process to get the state to deal with the problems that made it a public hazard.

ALSTOM **BOMBARDIER** the evolution of mobility

ALSTOM ACQUIRING BOMBARDIER TRANSPORTATION

Feb. 18, 2020, David Briginshaw, Consulting Editor, International Railway Journal - Alstom has signed a memorandum of understanding (MOU) with Bombardier and pension fund Caisse de Dépôt et Placement du Québec (CDPQ) to acquire Bombardier Transportation, ending weeks of speculation about a proposed tie up between the two railway equipment manufacturers.

Alstom will acquire 100% of Bombardier Transportation's shares at between €5.8 billion and €6.2 billion. Under the deal, CDPQ, which currently holds a 32.5% stake in Bombardier Transportation, will become Alstom's largest shareholder with around 18% of capital. CDPQ will reinvest about €2 billion in Alstom plus an additional €700 million. Bouygues will remain a shareholder in Alstom with around 10% of capital.

The signing of the MOU was unanimously approved by the boards of both Alstom and Bombardier. The transaction is fully supported by CDPQ and Bouygues.

An extraordinary general meeting to vote on the reserved capital increases and the rights issue will take place no later than Oct. 31, 2020. This will be followed by a rights issue between the first half of 2020 and the first half of 2021.

The transaction is subject to approval from relevant regulatory and anti-trust authorities, and closure of the deal is expected in the first half of 2021. However, this will be a challenge bearing in mind that the planned merger between Alstom and Siemens Mobility was overturned by the European Commission almost exactly one year ago over the potential impact of the deal on competition in the signaling and high-speed rolling stock markets.



DOT RELEASES 2021 BUDGET PROPOSALS: CUTS FRA, AMTRAK; AVOIDS DETAILS ON GATEWAY PROJECT

WASHINGTON, Feb. 10, 2020, Trains News Wire — Railroading will be getting \$800 to \$900 million less in money from the Federal government in the 2021 budget year than the past two budget cycles, according to U.S. Department of Transportation Budget highlights released Monday.

President Donald Trump's administration plans to spend a little more than \$2 billion on the Federal Railroad Administration in 2021 compared to nearly \$2.8 billion budgeted in 2020 and the nearly \$2.9 billion spent in 2019. Federal fiscal years begin on Oct. 1 of the calendar year prior. The transportation department budget highlights are part of the larger budget proposal the Trump administration is proposing to Congress.

Amtrak will be hit particularly hard by the proposals with a reshuffling of dollars away from the passenger railroad's Northeast Corridor and National Network Grants to a line item called "National Network Transformation Grants — Long Distance Routes" that will be funded to the tune of \$550 million. Yet, the overall grants to Amtrak is project to fall from \$2 billion in the 2020 budget, to just less than \$1.5 billion in 2021.

Amtrak and FRA representatives did not immediately respond to a *Trains* emailed request for comment.

The Trump Administration budget would also zero out funding for State of Good Repair funds, Restoration and Enhancement Grants, and Magnetic Levitation, or MagLev, development, or \$204 million less than in 2020's budget for those three items.

Journalists in a Monday afternoon conference call with Transportation Department officials asked several questions about the New York City-area Gateway Project. The project, among other things, would add an additional tunnel bore between New York City and New Jersey to increase capacity on the

Northeast Corridor for Amtrak and NJ Transit trains. Federal Transit Administration officials say that Gateway is among the projects that will be ranked in a report to be released later on Monday, but that no specific dollar amount will be tied to the project.

The FRA's budget items also include \$50 million in user fees to be paid by railroads for the benefit they receive from FRA's work on railroading. FRA and Association of American Railroad representatives did not immediately respond to emailed requests for comment.

Another budget highlight for railroading is \$8 million for an "Automated Track Inspection Program." Railroads are privately, and with government agencies, developing better inspection methods, using aerial drones in certain cases. *Trains* has asked for FRA clarification on the line item.

LAST RUN



The Lancaster Chapter, Inc., N.R.H.S. extends sincerest sympathy to Chapter Member Helen Shaak and family on the passing of her son, Gerald "Buster" Lee Stover, age 50, on Friday, January 24, 2020. He loved the outdoors, hunting or fishing whenever possible. Buster was a member of the Cushion Peak Rod & Gun Club and the Reamstown Athletic Association where he enjoyed spending time with his friends.

The Shaak family thanks everyone for their prayers, sympathy, phone calls, emails and cards - and how much it meant to them.



The Lancaster Chapter, Inc., N.R.H.S. also extends sincerest sympathy to the family of former Chapter Member Elsie P. Minnich, age 82, of Quarryville, who entered into rest on Thursday, January 23, 2020 at the Quarryville Presbyterian Retirement Community, where she had been residing. Her husband, Walter G. Minnich, Jr. passed away in 2008. Walt was the Lancaster Chapter Treasurer for many years and Postmaster in Quarryville, Pa..

THE POSTCARD RAILROAD AKRON, PA.



Reading Railroad Station, Akron, Pa.

A note about these photo postcards:

Many of these photos are well over 100 years old. Clarity, color, paper curl, shading and depth of field show the signs of age. Where possible, I have tried to restore the postcards to acceptable condition.

THIS MONTH'S BANNER PHOTO

On March 4, 1925, the PRR made a record run between Washington and New

York, 3 hours:40 minutes. The International News Reel Company extra consisted of a baggage car and Pullman carrying films of President Coolidge's inauguration; film was developed en route and shown in Broadway theaters at 4:12 p.m.; Pathé and Fox send their films by plane, but they had to be developed after arrival.



OPERATION LIFESAVER REMINDS YOU...

Do not get trapped on the tracks; proceed through a highway-rail grade crossing only if you are sure you can completely clear the crossing without stopping.

Welcome  aboard!

The Lancaster Chapter, Inc., N.R.H.S. welcomes new Chapter Member Susan Wright, wife of new Chapter Member John Wright.

2020 MEMBERSHIP RENEWALS ARE PAST DUE!

Don't miss the train! Please remit your 2020 Lancaster Chapter and National N.R.H.S. dues payments now. Lancaster Chapter dues are no longer included in your National renewal and must be paid directly to the Chapter. Thanks for your continued and loyal support.



WHAT IS IT?

It's fairly old and was quite common on the highway. Older chapter members should have no trouble identifying this, although you may have to put on the old "thinking cap." Answer next month.



Harris Tower Railroad Museum VISIT US!

SATURDAYS, 9 AM TO 4 PM (THRU OCTOBER)

637 Walnut Street, Harrisburg (across from The Forum)

717.232.6221 • www.harristower.org

"INSIDE THE BACK PAGE"**UPCOMING LANCASTER CHAPTER ACTIVITIES****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 MEETINGJoin us for the first Chapter Membership Meeting in the new decade. Program by Herb Fisher entitled *Lancaster County Trolleys - Lancaster to Coatesville*.**APRIL 20, 2020** - MONDAY - HARRISBURG/HARRIS TOWER MEETING - More information in the April newsletter.**APRIL 25, 2020** - SATURDAY - CHRISTIANA FREIGHT STATION - CLEAN-UP DAY

We need your help, please - there's plenty to do - we can use all skill levels and appreciate your help.

MAY 2, 2020 - SATURDAY - COLUMBIA RAILROAD DAYS**FINAL CALL - 2020 NATIONAL & CHAPTER MEMBERSHIP RENEWALS ARE PAST DUE!****IF YOU HAVE NOT PAID YOUR 2020 DUES, THIS WILL BE YOUR LAST ISSUE OF THE LANCASTER DISPATCHER****LANCASTER - 66 YEARS AGO THIS MONTH****EXTRA SPECIAL
BAKED HAM SUPPER**

Women's Aid - Pennsylvania Railroad

LANCASTER, STATION

Thursday, March 18, 1954

5:00 - 8:00 P. M.Conrail's Core Value Train
"gets us where we need to go"

LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186	TSHENK@NRHS1.ORG
1ST VICE PRESIDENT:	HAROLD SHAAK	717-484-4020	HSHAAK@DEJAZZD.COM
2ND VICE PRESIDENT:	GLENN KENDIG	610-593-6313	CINDYKENDIG@YAHOO.COM
SECRETARY:	DONETTA EBERLY	717-949-4381	SPECKEBERLY@YAHOO.COM
TREASURER:	RICHARD RUTLEDGE	717-741-0205	RRUTLEDGE@NRHS1.ORG
EDITOR:	ED MAYOVER	302-834-3662	EMAYOVER@NRHS1.ORG
HISTORIAN:	TOM McMASTER	717-274-5325	PRRTOM@COMCAST.NET
1ST DIR AT LARGE:	CINDY KENDIG	610-593-6313	CINDYKENDIG@YAHOO.COM
2ND DIR AT LARGE:	STEPHEN HIMPSL	717-285-4283	SHIMPSL@AOL.COM
NATL REP & WEB:	THOMAS STECKLER	610-593-2594	THOMAZ@COMCAST.NET
CHAPLAIN:	DAVID STAMBAUGH	717-292-1726	CHAPLAIN@NRHS1.ORG
CHAPLAIN:	CELL PHONE	717-683-3053	

CHAPTER MEMBERSHIP MEETING

**LANCASTER CHAPTER, INC., N.R.H.S.
 CHRISTIANA FREIGHT STATION
 10 RAILROAD AVE., CHRISTIANA, PA.
 SUNDAY, MARCH 15, 2020
 STARTING AT 2:00 PM**

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



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS E-MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL LANCASTER CHAPTER MEMBERSHIP DUES ARE \$20; FAMILY MEMBERSHIP - \$22; STUDENT - \$10; YOUTH - \$5; IF YOU DESIRE A MAILED NEWSLETTER - \$12. NATIONAL NRHS DUES ARE MAILED SEPARATELY. OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: HAROLD SHAAK, P.O. BOX 813, ADAMSTOWN, PA 19501-0813 OR EMAIL: HSHAAK@DEJAZZD.COM.

**PLEASE DELIVER PROMPTLY
 FIRST CLASS MAIL**

**FIRST
 CLASS
 MAIL**

Forwarding and Address Correction Requested

**LANCASTER CHAPTER, INC., N.R.H.S.
 10 RAILROAD AVENUE
 CHRISTIANA, PA 17509-1416**