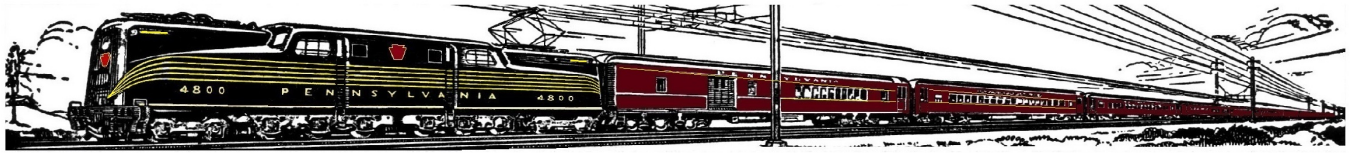


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Meet the oldest NJ Transit engine on the tracks It's older than the agency itself

BY LARRY HIGGS | NJ ADVANCE MEDIA FOR NJ.COM



NJ TRANSIT ENGINE 4100 LEAVES HOBOKEN TERMINAL PULLING TRAIN 45 TO PORT JERVIS, N.Y. THIS ENGINE IS A RARITY BECAUSE IT HAS WORKED FOR HALF A CENTURY IN NEW JERSEY AND THERE ARE NO PLANS TO RETIRE IT.

An unremarked silver and black NJ Transit engine is the Eli Manning of locomotives. Unlike the recently retired Giants quarterback, NJ Transit has no immediate plans to let this athlete of the rails — the oldest engine on the tracks — quit.

NJ Transit engine 4100 is a microcosm of state commuting history. At age 50, 4100 began its career as one of 13 boxy GP-40P passenger engines, built by General Motors and purchased by the New Jersey Department of Transportation to keep commuter trains running on the bankrupt Central Railroad of New Jersey.

The 4100 is like the winner of "Survivor," outlasting that railroad and Conrail, which absorbed the CNJ and other bankrupt northeastern railroads. It was still working when Conrail quit the commuter train business in 1982 and continued running when NJ Transit rail operations was created to keep the commuters moving in.

"It is almost unimaginable these locomotives are still in service after more than 50 years of continuous service. About 20-25

years is the expected life expectancy of a locomotive," said Frank Reilly, President of the Central Railroad of New Jersey Historical Society and a former railroad employee. "This goes to show that good maintenance and caring can keep equipment going for many years past their life expectancy."

Locomotives are not like cars that may get bought and sold once or twice and are finally junked after 10 to 15 years of rolling up the miles.

"Unlike most road vehicles, railroad locomotives of all types can last a very long time, and usually do, even if they get bought and sold repeatedly," said Russell Quimby, a retired National Transportation Safety Board crash investigator and safety consultant. "4100 is highly unusual, not only due to her longevity, but because 'she' has remained in the relatively same location and service as when she started."

He compared the engine to a dedicated employee who is still working after 50 plus years in the same job.

"The 4100's survival is also a tribute to the long line of maintenance men and women who have worked to keep her 'alive' all these years," Quimby said.

Arrival of the 4100 and its dozen sister locomotives in New Jersey was a stopgap measure to keep commuter trains rolling on the bankrupt Central Railroad of New Jersey. State officials prevailed upon the Baltimore and Ohio railroad to purchase the new locomotives and lease them to the NJ DOT for exclusive use on CNJ passenger trains, Reilly said. They replaced engines built in the 1950s that had hit the end of their useful life at age 15.

"I was working on the CNJ in 1968 when the GP40P's arrived and they were beautiful," Reilly remembered. "That had great

power and pulled a passenger train out of a station much faster than previously used locomotives.”



THREE GP-40P COMMUTER ENGINES BOUGHT BY NJ DOT ARE SEEN AT RARITAN YARD IN 1974. AFTER A REBUILD IN 1990, SOME OF THESE ENGINES ARE STILL HAULING NJ TRANSIT TRAINS TODAY.

Under an agreement between the B&O and NJ DOT, the locomotives were painted in the B&O royal blue and yellow paint scheme. If the CNJ discontinued commuter service the GP-40P's would go back to the B&O. The B&O retained ownership until they were ultimately sold to NJ Transit in 1983, Reilly said. NJ Transit paid tribute to them by repainting 4109 in CNJ colors as part of its 40th-anniversary heritage program last year.

“The maintenance crews liked them because they were easier to work on,” Reilly said. “Commuters loved them because reliability of

their ride greatly improved.”

The 4100 was the first one, built in October 1968 and delivered wearing CNJ number 3681. NJ Transit later bought other GP-40's from different railroads and had them rebuilt into passenger engines in the 1990s. Lionel trains even made a model of NJ Transit GP-40 4302, in case you want a commuter train under the Christmas tree.

How did they last so long?

“The GP-40P locomotives had a long-standing reputation for power and reliability. By 1990 they had reached the projected end of their useful life after having been operated almost every day for 22 continuous years,” Reilly said. “The engines began experiencing electrical and mechanical problems that averaged four failures per week,” he said.

NJ Transit officials determined it was cheaper to overhaul the locomotives than buying new ones, said Reilly, who regularly attended the agency's board meeting up to 2000. NJT staff determined the cost to rebuild each locomotive was approximately \$900,000 compared to the cost of a new passenger locomotive of about \$2.2 million, he said.

Rebuilding didn't just make them more reliable, it made them faster.

“They were also equipped for 100 mph service so they could be used on some North Jersey Coast Line trains that traversed a small portion of the Northeast Corridor Line,” Reilly said. They are now mainly on the diesel lines of the Hoboken Division. Their story isn't over.

NJ Transit officials said the 4100 still has a future, even though the state allocated a \$500 million bond last December which includes buying 17 new locomotives to eventually replace the oldest GP-40Ps. But new engines are years away from delivery.

“Number 4100 is in revenue service and there are no immediate plans to retire it,” said Lisa Torbic, a spokeswoman.

That doesn't mean life is easy keeping a half-century on the rails in regular service. Think about having to find parts for a 50-year old car.

“Parts are available for the GP40s and on occasion, there can be some lead time to locate something particular,” Torbic said.





THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



SERVICE ADJUSTMENTS DUE TO CORONAVIRUS

WASHINGTON, Apr. 13, 2020, Amtrak MEDIACENTER - Latest News & Updates - At this time, various states are undertaking specific safety precautions at

stations for customers arriving from out of state. Check with each state for specific guidance. The Centers for Disease Control and Prevention has urged residents of New York, New Jersey and Connecticut to refrain from non-essential travel for 14 days. Amtrak service continues to operate on the Northeast Corridor, providing essential services during this challenging time.

Essential Service Plan

While Amtrak continues to operate across the nation, we have adjusted our train services due to significantly reduced demand. The most up-to-date schedules are available when booking your trip on Amtrak.com and in the mobile app.

Operating on a reduced schedule

- Northeast Corridor (Boston – New York – Washington, DC – Virginia)
- Adirondack (New York – Montreal): No service north of Albany
- Amtrak Hartford Line (New Haven, CT – Springfield, MA)
- Amtrak Thruway Bus routes
- Capitol Corridor (San Jose – Sacramento)
- Cascades (Eugene – Vancouver, B.C.): No service north of Seattle
- Empire Service (New York – Niagara Falls)
- Ethan Allen Express (New York – Rutland, VT): No service north of Albany
- Hiawatha (Chicago – Milwaukee)
- Illini/Saluki (Chicago – Carbondale)
- Illinois Zephyr/Carl Sandburg Chicago – Quincy)
- Lincoln Service (Chicago – St. Louis)
- Maple Leaf (New York – Toronto): No service west of Niagara Falls, NY
- Missouri River Runner (St. Louis – Kansas City) starting March 30
- Pacific Surfliner (San Luis Obispo – San Diego)
- Piedmont (Charlotte – Raleigh)
- San Joaquins (Bakersfield – Oakland and Sacramento)
- Valley Flyer (New Haven, CT – Greenfield, MA)
- Vermont (Washington – St. Albans): No service north of New Haven (Monday-Saturday) and no service on Sundays.
- Wolverine (Chicago – Pontiac)

Temporarily suspended services

- Acela (Boston – Washington, DC)
- Carolinian (Charlotte – New York)
- Downeaster (Boston – Brunswick, ME)
- Keystone Service (Harrisburg – New York)
- Pennsylvanian trains (New York – Pittsburgh)
- Pere Marquette (Chicago – Grand Rapids)
- Winter Park Express (Denver – Winter Park Resort)

What to Expect

Due to service reductions, some stations may not be staffed. If the station is closed, please proceed directly to the platform to board your train. Café

service will also be suspended on select trains. Other services may be impacted as circumstances change.

Travel Changes

Customers with reservations on trains that are being modified will be contacted and accommodated on trains with similar departure times or on another day.

Ticket Changes and/or Cancellations

Amtrak is waiving change fees for reservations made before May 31, 2020. To modify a reservation, log in to your account, go to 'Modify Trip' on Amtrak.com, or find your reservation from your account on the home screen in the Amtrak app. A fare difference may apply to your new itinerary. If you want to cancel your reservation with no fee, you must call 800-USA-RAIL and speak with an agent (not available via Amtrak.com or the app).

Amtrak, which normally handles 100,000 passengers a day, is down to about 4,000 a day because of the coronavirus pandemic, CEO Richard Anderson told employees during his weekly Town Hall session on Friday, April 10. "We are running trains where we have more staff than customers," Anderson said. While the \$1.018 billion Amtrak is receiving from the coronavirus relief act is "essential," he said, "we are burning about \$50 million a week in cash." About 57% of all departures have been suspended nationwide, including about 77% in the Northeast Corridor, he said. "We are going to be a very different railroad when we come out the other on the other side of this; we will be 20% smaller ... We will build up from where we are as customers buy tickets. The hope is that people will realize we're much better than airlines in shorter-haul markets because we don't pack 'em in like the airlines do."

AMTRAK GOES TO PRE-PACKAGED MEALS ON WESTERN TRAINS, MAKES OTHER TEMPORARY CHANGES TO LONG-DISTANCE SERVICE

Cost-saving moves reflect dramatic ridership drop spurred by coronavirus pandemic

CHICAGO, Apr. 14, 2020, Bob Johnston - Trains News Wire — Amtrak will introduce its pre-packaged "Flexible Dining" program on western long-distance trains beginning Friday, April 17, in response to the sharply reduced ridership resulting from the coronavirus pandemic.

With the introduction of the program on trains west of Chicago and New Orleans, only the Lorton, Va.-Sanford, Fla., *Auto Train* will retain full dining service for sleeping-car passengers. The changes, billed as "temporary" in an operations service advisory obtained by *Trains News Wire*, will remain in effect until at least May 31.

The company had already established social distancing in dining cars by seating passengers in checkerboard fashion at different tables for the past month. But with few travelers on each train, and many bringing their own food, management decided to trim costs by substituting pre-packaged meals for sleeping car patrons, who will now have exclusive use of dining cars, as is the case on the Chicago-New York/Boston *Lake Shore Limited*. Coach passengers' food options will be limited to the café menu in each train's Superliner Sightseer Lounge.

Effective dates for the service adjustments are as follows:

Empire Builder (Chicago-Seattle/Portland, Ore): westbound, April 20; eastbound, April 17.

California Zephyr (Chicago-Emeryville, Calif.): westbound, April 17; eastbound April 20.

Southwest Chief (Chicago-Los Angeles): westbound and eastbound, April 17.

Texas Eagle (Chicago-San Antonio, Tex.: westbound, April 17; eastbound, April 19.

Sunset Limited (New Orleans-Los Angeles): westbound, April 20; eastbound, April 17.

Coast Starlight (Seattle-Los Angeles): northbound, April 17; southbound, April 19

In changes on other routes:

— *The Capitol Limited* Sightseer lounge has been sidelined; coach and sleeper customers utilize the train's Cross-Country Café for snack fare and pre-packaged meals, respectively.

— The Viewliner diner has been dropped from the New York-New Orleans *Crescent* and was not added to the New York-Washington-Chicago *Cardinal*. Sleeping-car passengers on those trains will continue to get their Flexible Dining food "to go" from a single lead service attendant in the Amfleet II cafe car. This change will also take place on the New York-Miami *Silver Meteor* on April 17.

— The plan to begin including pre-packaged meals for sleeping car customers on the New York-Raleigh-Tampa-Miami *Silver Star* will begin May 1, as previously scheduled, but with all food served from the train's cafe.

As long as the patronage downturn persists, the only train operating with a Viewliner II dining car for sleeping car passengers is the New York section of the *Lake Shore Limited*.

As is the case with conductors, engineers, and other operating personnel, onboard service employees affected by reduced staffing requirements will move to the extra board (at reduced pay) rather than being furloughed, according to Amtrak spokesman Marc Magliari.

He tells *Trains News Wire* that another factor driving the decision was that the meals "are designed to be portable and more easily transported back to passengers' private room accommodations," adding, "We will be revisiting food service options on all routes before May 31."

brightline

BRIGHTLINE HALTS SERVICE TO SOUTH FLORIDA

MIAMI, Mar. 26, 2020, *Trains News Wire* &

brightline Press Release - Florida passenger service Brightline shut down operations Wednesday, March 25 and laid off 250 of its 300 employees because of the coronavirus pandemic. In an email to customers, company president Patrick Goddard said Brightline had decided to "suspend service until this situation subsides, and it becomes feasible for us to service the community again." Goddard wrote that "Three short weeks ago, Brightline was on its way to its best month ever and on a clear path for a record 2020. Today, we recognize that our responsibility is to 'flatten the curve' and understand it will take several months for normal business to be restored." Information on refunds is available at Brightline's website. The *Miami Herald* reports that the company hopes to rehire most of the workers when service resumes, and that the cuts were widespread.

"Like all businesses, we are operating in a period of uncertainty which may last several months. Although a difficult decision, we have decided to temporarily suspend Brightline service in the best interest of the entire South Florida community as we all seek to flatten the curve," said Brightline President Patrick Goddard. "We are taking proactive measures with our Phase two construction teams in order to keep people employed and continue construction between Orlando and West Palm Beach. As we look ahead toward the economic recovery of Florida, projects like Brightline will help create jobs and a transportation network that will be more important than ever."



CSX CORONAVIRUS PREVENTION AND RESPONSE

At CSX, our top priority is the safety of our employees, their families and the communities in which we operate. The company is closely monitoring the spread of the novel coronavirus COVID-19 disease and has taken preventative measures to safeguard our people and operations. The company has issued

a Coronavirus Prevention and Response Policy for all CSX employees, contractors, suppliers and visitors that we continue to monitor and revise as events warrant. The policy is aimed at ensuring our rail system continues to perform at a high level and is ready to meet the needs of our customers as the coronavirus situation unfolds.

As part of the policy, we have restricted business travel for employees not directly associated with train operations and limited visitor access to our facilities so that our employees and business-critical staff can continue to do their jobs without the risk of potential exposure to the virus. We are encouraging all employees to follow personal safeguards, based on recommendations by the U.S. Centers for Disease Control and the World Health Organization. We are also increasing cleaning regimens and distributing additional cleaning and disinfecting products across our system.

CSX also has robust business continuity plans to minimize any potential operational impact. Our continuity plans include backup facilities where business-critical functions are able to quickly transition and continue seamless train operations. We have also implemented remote work arrangements for employees whose job functions permit and are modifying work areas to create appropriate social distancing where needed.

We are actively following the situation and will continue to provide updates to our employees, customers and partners.

CSX plays a critical role in supporting the U.S. economy during this time of uncertainty caused by the COVID-19 pandemic. More than ever, efficient and reliable rail service is essential to keeping supply chains fluid as the nation responds to this challenge. We remain committed to safely moving our customers' freight and working with them on any supply chain adjustments needed during this time. This is a developing situation and CSX will continue to adapt our business operations to ensure our employees, families and customers are safe, and to provide our usual high level of service for your railroad needs.



NS: SERVING CUSTOMERS AND THE NATION'S ECONOMY

Written by Norfolk Southern Corporate Communications Department - BizNS (Edited)

At a Norfolk Southern distribution center in Dayton, Ohio, trucks load up with repair parts for railcars and locomotives and head out on daily "milk runs" to resupply mechanical shops across the railroad's network. These days, the trucks are transporting another critical cargo: hand sanitizer, cleaning supplies and disinfectant sprays and wipes. After arriving at the shops, operations managers sort and deliver these supplies to the field, arming rail yards, terminals and other operating facilities with supplies effective against COVID-19.

In the battle against the coronavirus, Norfolk Southern is taking extensive steps to protect the health and safety of our workforce as we keep the trains moving and business processes flowing. The men and women responsible for keeping the steel wheels rolling are working on the front lines, ensuring that food, energy, raw materials and finished goods reach the American people in this unprecedented time of need. While continuing to serve our customers and move the U.S. economy forward, the railroad's first line of defense is to help our employees prevent the spread of an invisible enemy.

"We are taking a hard stance on sanitation and cleaning initiatives," said Jason Eddy, Senior Director Mechanical, based in Cincinnati. "All departments are out boots on the ground looking at the work conditions and cleanliness, whether it's crew rooms, yardmaster towers or locomotive cabs. It's very serious business for us."

The company began mobilizing forces to combat the novel coronavirus weeks before it began affecting communities across the railroad's 22-state network. In early March, for example, our Sourcing Department secured an order for 30,000 half-gallon containers of hand sanitizer. That translates to a half-gallon for each NS railroader—with some 2,500 gallons to spare.

"Our supplier had enough raw material to make 15,000 gallons, so we bought it all," said Jay Medlin, Group Manager Purchasing, based in Norfolk, Va. "We

didn't know how long this was going to last or what other supplies might be available. Our employees have always been No. 1 at NS, they are vital to the U.S. supply chain, and nobody wanted to be the person to only buy 5,000 gallons and it not be enough. We wanted to make sure we'd done everything we can to protect our employees."

Taking Action to Prevent COVID-19 Spread

Among other actions, the company has increased the frequency of cleaning and disinfecting workspaces, implemented social distancing measures, and communicated constantly with employees about what they can do to help prevent the spread of COVID-19.

"We've ramped up our janitorial services to seven days a week in most places, and our major terminals have gone to twice a day in locations where there's a lot of foot traffic," said Floyd Hudson, General Manager Operations, based in Harrisburg, Pa. "In the crew rooms at bigger locations like Chicago and Toledo, we're cleaning twice a day to make sure we get better opportunities to sanitize."

To ensure the safety of train crews, the company has put a special focus on cleaning and disinfecting locomotive cabs against COVID-19. In addition, before boarding, all train and engine crews are provided packs of wipes effective against the virus. In an extra step, NS worked closely with vendors that provide taxi service and lodging for road train crews to ensure they had adequate supplies of hand sanitizer and disinfectants.

Along with cleaning and sanitizing, the railroad has enacted a range of social distancing policies for employees who must report to railroad facilities to perform their jobs. Between work shifts, for example, supervisors avoid face-to-face turnovers. At some locations, NS has staggered shift times for operations employees, allowing them to end their shifts 15 minutes early, with pay, to avoid mixing with co-workers arriving for the next shift. The company adopted that measure at the suggestion of a rail labor union general chairman. "That's the first time we've ever done something like that," Eddy added.

In office locations, employees performing critical jobs to maintain operations, including train dispatchers, have been separated into different locations to ensure redundancy and also provided workspaces that limit unnecessary exposure to co-workers. Since March 14, all employees able to perform their jobs without reporting to an office have been working remotely.

As an ongoing precaution, NS continues to communicate directly with employees about what to do if they experience coronavirus-like symptoms and the importance of maintaining good personal hygiene to prevent the spread of COVID-19.

"Everybody knows that the first line of defense is wash your hands, don't touch your face, and cover your mouth with a tissue or your elbow if you cough or sneeze," said Tom Schnautz, Vice President Advanced Train Control, based in Atlanta.

NORFOLK SOUTHERN SHEDS HUNDREDS OF LOCOMOTIVES

Apr. 16, 2020, Joanna Marsh, FREIGHTWAVES - Norfolk Southern has shed approximately 300 locomotives and intends to put up another 400 for sale, the Eastern U.S. railroad said in a Thursday filing to the Securities and Exchange Commission (SEC).

The company attributes its decision to the introduction of precision scheduled railroading [PSR] in 2019, which "continues to provide significant benefits to the network operations and has resulted in excess capacity," which in turn sidelined these locomotives. PSR is an operating model that seeks to streamline operations.

Norfolk Southern (NS) told FreightWaves that the 300 locomotives were sold. Because of these actions, NS will incur a noncash charge of \$385 million for the first quarter of 2020. This charge will reduce first-quarter diluted earnings per share by \$1.11, NS said.

The company will provide more details on this transaction, as well as an update on how the coronavirus pandemic has affected operations and its first-quarter results, according to the filing.

NS told the SEC earlier this month that it hadn't taken into account the impact of the COVID-19 pandemic when it issued its earnings guidance for 2020.



READING & NORTHERN POSTPONES APRIL 18 EXCURSION

Mar. 26, 2020, Trains News Wire - The Reading & Northern has postponed the April 18 excursion that was to be the first public opportunity to ride behind the F units recently acquired from Norfolk Southern. The planned

230-mile excursion will now be held on two dates, Aug. 1 and Sept. 5. Those holding tickets can contact the railroad at (610) 562-2102 to exchange tickets, or request a refund if there is a problem with the new dates. The railroad describes the trip as one for hard-core railfans.



MARYLAND APPROVES PLAN TO EXPAND MARC COMMUTER TRAINS INTO D.C. AND VIRGINIA

March 19, 2020, By Luz Lazo, The Washington Post - In one of its last orders of business

Wednesday, the Maryland General Assembly passed a bill to expand Maryland commuter train service past Union Station in the District and into Virginia.

MARC trains could be operating across the Potomac River within a few years if the measure is signed into law by Gov. Larry Hogan @.

Jared Solomon (D-Montgomery), the lead sponsor of the legislation, said the proposal will help connect Maryland and Virginia, and give Maryland commuters the option of a one-seat ride to jobs in Northern Virginia. The measure was approved in the last minutes of the legislative session that was cut short by the global coronavirus pandemic.

"When we emerge from the health crisis, we'll need to grow our economy," Solomon said in a tweet late Wednesday. "A 21st century rail network is key."

Under the proposal, the Maryland Transit Administration would be required to enter negotiations with the District, Virginia and the railroads that use and own the tracks south of Union Station to allow MARC trains to carry passengers into parts of Arlington and Alexandria. It is unclear if Hogan will sign the bill.

Supporters of the bill say the service extension is critical to the future of the regional economy and in anticipation of an influx of development and jobs across the Potomac River — namely the arrival of Amazon's second headquarters in Crystal City.

The legislation urges the Maryland Department of Transportation to reach a written agreement on a pilot program to have MARC trains sharing the tracks with the Virginia Railway Express to serve L'Enfant Plaza, Crystal City and Alexandria. The proposed pilot would include two southbound trips in the morning and two northbound trips in the evening.

That service, officials say, is possible even before the anticipated expansion of Long Bridge, which connects the District and Virginia, and is being expanded to double capacity for train traffic over the Potomac.

The bill also orders a similar agreement with Delaware and train companies in the state to close a gap in service between Perryville and Newark, Del. MARC's Penn Line, which terminates in Perryville, could extend the 20 miles to Newark under the plan, providing a service long requested by residents in Maryland's Cecil County. (See *Delaware article on Page 10*)

The legislation also orders a study on building a rail connection between Penn Station and Camden Station in the Baltimore area.



NEW JERSEY TRANSIT TELLS CONGRESS IT NEEDS \$1.25 BILLION BAILOUT

Mar. 19, 2020, By Ryan Hutchins, POLITICO - NJ

Transit, which runs one of the nation's largest commuter transportation networks, has lost 88 percent of its ridership and now needs a \$1.25 billion

federal bailout in order to survive, according to a letter obtained by POLITICO.

"New Jerseyans are staying home, heeding the messages of President Trump and Governor Murphy. They are staying off the roads and they are staying off transit," agency CEO Kevin Corbett wrote in a letter Thursday to the state's congressional delegation. "But because of this necessary step, NJ TRANSIT has seen a dramatic 88 percent reduction in system-wide ridership since Monday, March 9th. Fare revenue has plummeted correspondingly."

Corbett said the agency, which operates the nation's third-largest commuter rail line and a statewide bus network, expects the "full impact" of lost fare revenue and unavoidable costs associated with the coronavirus will leave the agency in the hole \$1.25 billion by the end of the 2021 fiscal year, which starts July 1.

That figure, Corbett said, does not include long-term impacts or the potential damage done if the state is unable to continue providing a subsidy to the agency and if funding from the state's gas tax-financed Transportation Trust Fund dries up. Those two revenue sources account for 36 percent of the agency's operating budget.

"NJ TRANSIT must continue providing essential public transportation services, and the agency must be on sound footing and ready to provide full and robust service when the current coronavirus emergency subsidies and New Jersey's travel and transportation needs return to normalcy," Corbett said. "We are currently looking at efficiencies, however, we cannot overcome the unprecedented financial burden this national emergency has created on our own."

NJ Transit operates the primary means New Jersey commuters reach Manhattan, with many of its trains terminating at New York Penn Station and the bus service operating out of the Port Authority Bus Terminal in midtown. To date, there are 427 known coronavirus cases in New Jersey and 2,382 in New York state.

The request comes after New York's Metropolitan Transportation Authority, which runs the subways, Long Island Rail Road and the Metro North, said it would need a \$4 billion federal bailout. That agency is heavily reliant on fare box revenue, which is all but disappearing as riders avoid the subway and commuter rail system. It's bridge and tunnel traffic is also down, and the agency has a debt load estimated at \$53 billion by 2023.

NJ TRANSIT INCREASES TESTING FOR PTC

Apr. 1, 2020, Trains News Wire - NJ Transit is using track time freed up by its current service cuts to increase testing of positive train control, improving the odds that the agency will meet the Dec. 31, 2020, deadline for PTC implementation. NorthJersey.com reports that Ray Kenny, NJ Transit's director of rail operations, told a board meeting that the agency is now able to run daytime test trains, which was not previously possible. "It's freed up some of our supervision and some of our equipment," Kenny said, "so we're going to take advantage of that ... Our ability to get testing done is the most critical activity for helping us meet the deadline that is within our control." With ridership down 90% because of the coronavirus pandemic, NJ Transit is now running significantly reduced commuter schedules.

NJ TRANSIT'S RAIL MANAGER DIES FROM CORONAVIRUS



RAYMOND P. KENNY

NEWARK, NJ - Apr. 19, 2020, Trains News Wire - Raymond P. Kenny, 69, NJ Transit's senior vice president and general manager of rail operations, has died of complications from the COVID-19 virus, NJ Transit announced Saturday. NJ.com reports that Kenny, who came to NJ Transit in January 2019 after 50 years at the Long Island Rail Road, was praised by management and labor alike for his contributions. "The leadership and incredible wealth of railroad knowledge Ray brought with him has truly made a positive impact on our organization," said NJ Transit CEO Kevin Corbett. "On behalf of everyone at NJ Transit, our thoughts and prayers are with Ray's family and friends at this difficult time." Jerome Johnson, general chairman of

UTU Local 60, said Kenny "brought honesty and integrity to NJ Transit. He was exemplary for his supervision and, to our members, he made you feel like he cared."



NEW LIFELINE SERVICE GOES INTO EFFECT, APRIL 9, 2020

PHILADELPHIA, Apr. 8, 2020, SEPTA News - New Lifeline service goes into effect on Thursday, April 9, 2020 across all modes that focuses on providing access for essential workers traveling to hospitals, grocery stores and other life-sustaining services. Below is a summary of the changes:

Market-Frankford Line: Select stations will be closed (Church, Tioga, Somerset, York-Dauphin, 2nd Street, 5th Street, 13th Street, 56th Street, 63rd Street and Millbourne). Service will operate on a Saturday schedule 7 days a week, except between 1:00 a.m. and 4:30 a.m. when service is suspended.

. Cashiers will not accept cash - please purchase a Quick Trip at a Station Fare Kiosks

Broad Street Line/Broad-Ridge Spur: Select stations will be closed (Tasker-Morris, Lombard-South, Spring Garden, Fairmount, Susquehanna-Dauphin, Wyoming, Logan and Chinatown). Service will operate on a Saturday schedule 7 days a week, except between 1:00 a.m. and 4:30 a.m. when service is suspended.

. Cashiers will not accept cash - please purchase a Quick Trip at a Station Fare Kiosk

Buses: Service will be limited to approximately 60 core routes. SEPTA prioritized routes that provide access to essential services, as well as those with connections to the Broad Street, Market-Frankford Lines and Regional Rail.

. Rear door boarding remains in effect with vehicle capacity limits to encourage social distancing

Regional Rail: Service on six lines will be suspended and two others shortened.

. No service on the Chestnut Hill East, Chestnut Hill West, Cynwyd, Manayunk/Norristown, West Trenton and Wilmington Newark Lines.

. Service on two additional lines will be truncated:

. Paoli/Thorndale: Service will only operate between Center City and Malvern

. Lansdale/Doylestown: Service only operate between Center City and Lansdale

. Airport Line service will be reduced from hourly trips to every two hours.

Trolleys: Select stations in Center City and West Philadelphia will be closed (13th Street, 19th Street, 33rd Street and 36th Street). The Route 101 Trolley will continue to operate with bus service, and the Route 102 remains suspended. Service will operate on a Saturday schedule 7 days a week

Norristown High Speed Line: No additional changes with this new schedule. Service will operate on a Saturday schedule 7 days a week

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN MAY

May 12, 1901 - West Jersey & Seashore Railroad places automatic block signals in service between Camden and Atlantic City on the Main Line.

May 7, 1906 - Pomeroy & Newark Railroad Board authorizes a new station at Chatham, Pa.

c. May 28, 1911 - Enlarged boarding area opens in LIRR Concourse of Penn Station to accommodate increasing number of riders; includes extending area under the skylight by 70 feet and building bridge and stairways to Platforms 8 & 9 and Tracks 15-17.

May 28, 1916 - Schedule of Paoli locals cut by seven minutes because of electrification.

May 26, 1921 - PRR announces it has a record 140,159 stockholders as of May 1.

May 1, 1926 - PRR operates special trains from Camden to opening of new auto speedway on site of World War I munitions plant at Amatol, N.J., east of Hammonton; includes spur tracks and platforms at Amatol. PRR establishes a station on grounds called "Speedway."

May 26, 1931 - PRR begins experimental "demountable truck body" container service between Baltimore and points on Delmarva Peninsula; 20-foot containers can be carried on truck chassis or railroad cars; are carried by ferry to Love Point and rail to Salisbury, from which they are distributed by road.

May 22, 1936 - Prototype Class GG1 No. 4800 makes its first run in the new round of Claymont Trials running Washington to New York and return.

May 1941 - PRSL cancels weekend excursions and low-rate party specials for July and Aug., as cars are needed for troop trains and increased business on regular trains.

May 8, 1946 - Rebuilt Class BM70 RPO car No. 5239 named *Robert E. Hannegan* is placed in service on the *Broadway Limited*, complete with a special cancellation of the New York & Chicago RPO (see *Inside The Back Page*); only named RPO car on PRR; BM70 rebuilds were equipped with roller bearings and first RPOs to be air conditioned.

May 18, 1951 - Eastbound *Red Arrow* rear-ends *Philadelphia Night Express* stopped for signal at Bryn Mawr, Pa.; 8 killed and 63 injured; 9th victim later dies; ICC blames on failure to follow automatic signals.

May, 1956 - Class K4s 4-6-2 No. 1361 retired and saved for display purposes; later placed on Horseshoe Curve.

May, 1961 - PRR begins operating its first dedicated unit train "*Gravel Gertie*" for gravel over a 40-mile run in Ohio.

May, 1966 - PRR ends the *Broadway Limited* advertising campaign after a total expenditure of \$81,995; over the course of the campaign, daily ridership declined from 70 to 58 and continued to fall.

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



TIMETABLE 05-20

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

NOTE: Events may be cancelled due to the
Coronavirus pandemic.

Saturday, May 2, 2020

Columbia Railroad Day by the Columbia Historic Preservation Society, 19-21 North 2nd St., Columbia, PA 17512. Info: www.columbiahistory.net - **CANCELLED**

Sunday, May 10, 2020

Happy Mother's Day and thanks for all that you do, Mom!

Wednesday-Saturday, May 13-16, 2020

PRRT&HS 2020 Annual Meeting at the Penn State Hotel & Conference Center, 245 Innovation Blvd., State College, PA 16803. Info: www.prtrhs.com - **CANCELLED**

Saturday, May 23, 2020

Picnicrail '20 at Maier's Grove, Blandon, PA. Train watching begins at 1:00 PM. Barbeque and chicken buffet at 5:00 PM. Evening entertainment by Frank Etzel and *Railfan & Railroad* Editor E. Steven Barry. Adults \$16. Send remittance with SSAE, payable to Pottstown & Reading Chapter, NRHS to Phil Reppert, 17 Adele Ave., Blandon, PA 19510-9750.

Saturday, June 6, 2020

Informal Railfan Event to the Baltimore Street Car Museum by the West Jersey Chapter, NRHS. Venue changed to the National Capital Trolley Museum, 1313 Bonifant Rd., Colesville, MD 20905-5955. Tel: 301-384-6088. Info: <https://www.westjersey-nrhs.org/> - **CANCELLED**

Monday-Saturday, June 8-13, 2020

2020 NRHS Convention, Knott's Berry Farm, Buena Park, CA. Info: www.nrhs.com - **DELAYED UNTIL SEPTEMBER**

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

Saturday-Sunday, June 13-14, 2020

Railfest 2020 at Steamtown National Historic Site, Scranton, PA. Info: www.nps.gov/stea - **CANCELLED & ALL EXCURSIONS THRU JULY 4, 2020**

Sunday-Saturday, June 21-27, 2020

Rail Camp East, Newark, Del. Info: www.nrhs.com

Saturday, Aug. 1 & Sept. 5, 2020

Reading & Northern excursion originally scheduled for April 18. Reading Outer Station to Pittston, Pa. and return using RBM's new F units 270 and 275, recently acquired from Norfolk Southern. Call to order tickets: 610-562-2102. Trip info: www.RBMNRR.com

Thursday-Sunday, Oct. 15-18, 2020

2020 NRHS Fall Conference, Johnson City, Tennessee. Info: www.nrhs.com



Railroad Museum of Pennsylvania

**300 GAP ROAD, ROUTE 741 EAST
STRASBURG, PA 17579**

WWW.RRMUSEUMPA.ORG

717-687-8628

CLOSED THROUGH MAY 8, 2020

Sunday, June 28 – Saturday, July 4, 2020 - Reading Railroad Days

Monday-Friday, July 13-17, 2020 - Barons & Builders Day Camp - Ages 9-10

Monday-Friday, July 27-31, 2020 - Barons & Builders Day Camp - Ages 11-12 - **SOLD OUT**

Saturday & Sunday, Aug. 15-16, 2020 - Model Railroading Days

Saturday, Sept. 12, 2020 - Railroad Heritage Day - PRRT&HS participating.

Saturday, Sept. 12, 2020 - Railroading Merit Badge Workshop

Saturday, Sept. 26, 2020 - Members Day



**STRASBURG RAIL ROAD
301 GAP ROAD, RONKS, PA 17572**

WWW.STRASBURGRAILROAD.COM

1-866-725-9666

CLOSED THROUGH MAY 8, 2020

Through Saturday, Nov. 14, 2020 - Wine & Cheese Train

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

Sunday, July 12, 2020 - Locomotive No. 89 In-Cab Experiences

Saturday, July 18, 2020 - Bonnie & Clyde Great Train Robbery

Sunday, July 26 & Aug. 2, 2020 - Locomotive No. 90 In-Cab Experiences

Sunday, Aug. 9, 2020 - Locomotive No. 475 In-Cab Experiences

Sunday, Aug. 23, 2020 - LO&S Motorcar No. 10 In-Cab Experiences

Friday-Monday, Sept. 11-14, 2020 - Day Out With Thomas, Percy, Mavis, and Rusty

Friday-Sunday, Oct. 30-Nov. 1, 2020 - Day Out With Thomas, Mavis, and Rusty

STRASBURG FREIGHT TRAFFIC SEES INCREASE

STRASBURG, PA. - Mar. 30, 2020, Trains News Wire & Lancaster Online - While Strasburg Rail Road passenger operations have been suspended because of the COVID-19 virus, the short line's freight traffic is up 169% in March, *Lancaster Online* reports. The 4.5-mile railroad has handled 43 incoming freight cars this month, 27 more than the same month a year ago, with another 28 cars en route. "Railcars loaded with commodities such as wheat, oats, soybeans, corn and more are keeping local mills and other facilities in operation so consumer products like bread, Pop Tarts, dog food and even kitty litter can be adequately stocked on local grocery store shelves," Steve Barrall, vice president of guest experience, told the news site. A \$2.47 million project to expand Strasburg's freight yard, funded in part by a \$1.7 million state grant, has been put on hold because of the virus outbreak.

At present, only 26 of Strasburg Rail Road's 176 employees, or 15%, are working. But just 37% of its workforce is full time; its part-time jobs are seasonal.



ALLENTOWN & AUBURN RAILROAD
232 RAILROAD STREET
KUTZTOWN, PA 19530

WWW.ALLENTOWNANDAUBURNRAILROAD.COM

570-778-7531

Saturday, May 16, 2020 - Movie Train - **CANCELLED**

Sunday, June 21, 2020 - Father's Day Picnic Trains

Saturday-Sunday, June 27-28, July 4-5, 2020 - Summer Steam Special

Saturday, July 11 & 18, 2020 - Firefly Express



WANAMAKER, KEMPTON & SOUTHERN
42 COMMUNITY CENTER DRIVE
KEMPTON, PA 19529

WWW.KEMPTONTRAIN.COM

610-756-6469

Sunday, June 14, 2020 - 21st Annual Great Willys Jeep Picnic, Car Show and Swap Meet

Sunday, June 21, 2020 - Touch a Train Day

Friday, June 26, 2020 - Ladybug Picnic Wine & Cheese Train

Saturday-Sunday, July 11-12, 2020 - Family Fun Days!

Friday, August 14, 2020 - Tropical Wine & Cheese Train

Friday-Saturday, Sept. 4-5, 2020 - The Great Kempton Train Robbery

Friday, Sept 18, 2020 - Flavors of Fall Wine & Cheese Train

Saturday, Oct. 3, 2020 - Harvest Moon Special

Sunday, Oct. 4, 2020 - WK&S Pink Ribbon Express

Saturday, Oct. 17, 2020 - Oktoberfest Beer & Bratwurst

Saturday-Sunday, Oct. 18,24-25, 2020 - Pumpkin Patch Train

Sunday, Nov. 1, 2020 - Bow Wow Express



WILMINGTON & WESTERN RAILROAD
2201 NEWPORT GAP PIKE - RT. 41 N
WILMINGTON, DE 19808

WWW.WWRR.COM

302-998-1930

**ALL TRAIN EXCURSIONS AND PRIVATE CHARTERS ARE CANCELLED
THRU FRIDAY, MAY 15, 2020**

Friday, May 29, June 26, July 31, Aug. 28, Sept. 25, Oct. 30, 2020 - Brews On Board

Saturday, June 13, 2020 - Hogwarts Express

Saturday, June 13, Aug. 8, Oct. 10, 2020 - Wine & Cheese Express

Saturday June 20, Aug. 15, 2020 - Princess Express

Sunday, June 21, 2020 - Father's Day Special

Wednesday, June 24, Aug. 5, 2020 - Railroad Summer Camp

Saturday, July 4, 2020 - Fireworks Express

Saturday, July 11, 2020 - Spirits Train

Saturday, July 11, Oct. 3, 2020 - Superhero Express

Saturday, July 18, 2020 - Dog Days of Summer

Saturday, Sept. 12, 2020 - Cocktails & Chocolate Local

Saturday, Sept. 19, 2020 - Oz Express

Saturday, Sept. 26, 2020 - Paranormal Express

Saturday, Sept. 26, 2020 - Piedmont Prospector

Friday, Oct. 9, 16, 23, 2020 - Hayride Express

Various, Oct. 10 - Nov. 8, 2020 - Autumn Leaf Special

Saturday, Oct. 31, 2020 - Halloween Express

Sunday, Nov. 1, 2020 - Shakespeare, Poe & Fiends

Friday, Nov. 6, 2020 - Paranormal Express

Saturday, Nov. 7, 2020 - Salute to Veterans

APRIL, 2020

CHAPTER MEETING MINUTES

There are no April Chapter Meeting Minutes to report. The April Chapter Meeting was cancelled due to the Coronavirus pandemic.



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS

STIMULUS BILL SIGNED INTO LAW - CARES FOR RAIL



WASHINGTON, Mar. 27, 2020, By William C. Vantuono, Editor-in-Chief, Railway Age - President Trump on March 27 signed H.R. 748, the Coronavirus Aid, Relief and Economic Security

(CARES) Act, into law, following swift passage in the House of Representatives by voice vote, and one day after the U.S. Senate passed the bill in a unanimous 96-0 vote. The CARES Act is a \$2 trillion stimulus package that addresses the devastating economic and societal impacts of the COVID-19 pandemic. It includes many funding measures that directly benefit the railway industry—all modes, freight and passenger.

A substantial section of the CARES Act contains the provisions specific to rail and other transport modes. In summary, it provides:

U.S. DOT Operations: \$31.3 million in budgetary resources to support activities by the Office of the Secretary, Federal Aviation Administration, Federal Motor Carrier Safety Administration, Federal Railroad Administration, and Maritime Administration to prevent, prepare for, and respond to coronavirus. Funding would support increased needs for telework and information technology, inspection equipment, and preparing and equipping the National Defense Reserve Fleet, Ready Reserve Fleet, the United States Merchant Marine Academy, and State Maritime Academies. FRA Safety and Operations receives \$250,000, to remain available until Sept. 30, 2021, to prevent, prepare for and respond to coronavirus.

Amtrak: \$1.02 billion to support Amtrak's ability to operate passenger rail service on the Northeast Corridor (\$492 million) and National Network (\$526 million) and protect Amtrak workers. An additional \$239 million is available to Amtrak to cover the cost of FAST Act-required payments to Amtrak for State-supported services. States shall not be required to pay Amtrak more than 80% for use of Amtrak facilities pursuant to section 209 of the

Passenger Rail Investment and Improvement Act (PRIIA).

Transit: \$24.9 billion for grants to transit agencies nationwide for operating expenses of those agencies to ensure continued operation of transit services. It also eliminates any requirement that transit agencies use their own funds to receive federal assistance, and maintains key worker protections. The legislation approved by the Senate will allocate \$22.7 billion for large and small urban areas and \$2.2 billion for rural areas. The \$24.9 billion is awarded via formula, with a 100% Federal share. The formula is based on FY 2020 allocations for Urbanized Area Formula Grants, Non-urbanized Area Formula Grants, State of Good Repair and High Density and Growing States.

Railroad Unemployment Insurance: Waives the seven-day waiting period for filing a sickness or unemployment claim with the RRB (Railroad Retirement Board) and provides \$50 million to cover the costs of providing these additional benefits. Increases unemployment benefits through an additional \$1,200 bi-weekly benefit and provides \$425 million to cover the costs of providing these additional benefits through July 31, 2020. Allows RRB to access approximately \$130 million of remaining ARRA (American Recovery and Reinvestment Act) funds to provide extended benefits through Dec. 31, 2020. Supplies \$5 million to RRB for additional administrative costs.

RAILWAY AGE R&N TAKES HOME REGIONAL OF THE YEAR AWARD

Mar. 24, 2020, By Andrew Corselli, Managing Editor, Railway Age magazine

Reading & Northern Railroad (R&N), Regional Railroad of the Year

R&N, with its corporate headquarters in Port Clinton, Pa., is a privately held railroad company serving more than 70 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill and Wyoming). It has expanded its operations over the past 30-plus years and now handles more than 34,000 carloads of freight and 140,000 excursion train riders over 400 miles of track.

R&N operates both freight services and steam- and diesel-powered excursion passenger services, owns almost 1,300 freight cars and employs nearly 300. It has repeatedly been honored as one of the premier Class II railroads in the nation, having also earned Railway Age's Regional Railroad of the Year three other times (2002, 2011 and 2015).

R&N Owner and CEO Andy Muller, Jr. capped his nearly 40-year railroad career with the Feb. 4 opening of the Nesquehoning Bridge. This \$14 million bridge—a public/private partnership between the Commonwealth of PA and R&N, with R&N contributing \$4 million—had been a dream of Muller's for more than 20 years. It connects the railroad's Reading and Lehigh Divisions, "allowing for progressive, expedited moves between Reading and the Scranton area."

"On behalf of the 200-plus employees of the Reading & Northern and the many contractors who helped us build the Nesquehoning Bridge, I want to thank Railway Age for this great honor," said Muller. "Reading & Northern strives for greatness, but we do so not to win awards or recognition. We do so because we have to earn our customers' business every day. And to win the business we constantly have to be improving our service and offering new service. The Nesquehoning Bridge will enable us to improve service for many of our customers and it will open up new business opportunities for the region we serve and call home."



STUDY LAYS TRACKS FOR TRANSPORTATION PROJECT

By Phil Yacoboski, Northeast Pennsylvania Business Journal, April 15, 2020

SCRANTON - It's been talked about for years, but it still hasn't happened – passenger train service from Scranton to Hoboken, New Jersey – but a new study has reignited the debate about how quickly it could happen and when it might become a reality.

"It's preliminary engineering, but what this is, is a crucial step," said Larry

Malski, executive director of the Pennsylvania Northeast Regional Railroad Authority, "that we had to take until we secure the money that we are looking to get on a regional and state level to complete this project."

The \$1 million Lackawanna Cutoff Restoration Commuter Rail Study, commissioned in part by Rep. Matt Cartwright, said the cost of the entire project would be \$288.93 million. Initial figures put the final cost at \$551 million; those figures came from a study put together in 2006. Two major bridges would also have to be upgraded on the line.

"The number-one asked question is 'why has it taken so long' and the reason is because there were 28 miles that were ripped up, abandoned and sold off. That's really been a big problem with the project over 30 years," said Malski. "It's the need to get that back and lay track on it."

He said the good news is that the project has started. Malski said there's 28 miles missing. The first seven miles are under construction, from Port Morris, New Jersey to Andover, which would be the first station stop on the new line.

"That seven miles is under construction thanks to a \$7 million grant," he said of what's being called phase one of the project. "And the key to this study is to give us updated engineering and construction costs for the 21 miles that's remaining. Now we've got credible and updated numbers that we need."

Malski said that 21 remaining miles bring it into Pennsylvania, which will be phase two.

He said he's confident the project can get done.

"I am," he said. "We've had a lot of critics along the way. The critics said we would never lay a mile of track past Port Morris and now we have seven miles under construction. Most of these large projects, if not all, are all done in phases. You don't get a check and build. It's all done in phases. We are following the pattern of a project of this magnitude."

He said the project will take "a lot" of cars off I-80.

Malski said it would take 2.5 to 3 hours to get from Scranton to Hoboken – the entire length is 133 miles.

"The train service will provide something that the bus services don't provide and that's stops in New Jersey," he said. "Our studies show that people who will ride the train and are taking it to work, most are not going to New York City, they are going to New Jersey."

Sixty percent of the ridership is going to places in New Jersey with 40% going to New York City, said Malski.

"It's going to provide an alternative that doesn't exist," he said.

A passenger study is next. The project could be finished by 2030. Federal monies depend on how much money that could come from transportation legislation in Congress. (Courtesy George Martin, West Jersey Chapter, NRHS)



ENGINEER ARRESTED FOR DERAILING TRAIN NEAR USNS MERCY, CLAIMED SHIP PART OF 'GOVERNMENT TAKEOVER'

LOS ANGELES, Apr. 2, 2020, CBS - Los Angeles (CBSLA) – A train engineer at the Port of Los Angeles was arrested Wednesday for allegedly derailing a locomotive at full speed near the USNS Mercy hospital ship being used to ease hospital beds during the coronavirus pandemic.

Eduardo Moreno, 44, of San Pedro, was charged in a criminal complaint with one federal count of train wrecking, which carries a potential sentence of up to 20 years in federal prison, according to the U.S. Attorney's Office.

The complaint filed in Los Angeles federal court states Moreno admitted to authorities in two separate interviews that he intentionally derailed and crashed the PHL train near the Mercy on Tuesday afternoon.

Prosecutors say Moreno was arrested sometime later and turned over to FBI agents early Wednesday morning.

According to the complaint, Moreno ran the train off the tracks before crashing through a series of barriers, ultimately coming to rest more than 250

yards from the Mercy.

There were no injuries and no damage to the Mercy was reported. The train leaked fuel that required a hazardous-materials cleanup.

Prosecutors say a California Highway Patrol officer witnessed the crash before he took Moreno into custody as he fled the scene.

The CHP officer who witnessed the crash reported seeing “the train smash into a concrete barrier at the end of the track, smash into a steel barrier, smash into a chain-link fence, slide through a parking lot, slide across another lot filled with gravel, and smash into a second chain-link fence,” according to the affidavit in support of the criminal complaint.



PHOTO - CBS LOS ANGELES

According to court documents, Moreno allegedly told the CHP officer, “You only get this chance once. The whole world is watching. I had to. People don’t know what’s going on here. Now they will.”

During an initial interview with port police, prosecutors say Moreno admitted crashing the train, saying he was suspicious of the Mercy and believed it had an alternate purpose related to COVID-19, such as a “government takeover.”

Moreno later stated in a second interview with FBI agents that “he did it out of the desire to ‘wake people up,’” according to the affidavit. “Moreno stated that he thought that the U.S.N.S. Mercy was suspicious and did not believe ‘the ship is what they say it’s for’”.

The affidavit states port police reviewed video footage from the train’s cab, which showed the locomotive clearly moving at a fast clip before crashing through several barriers and nearly hitting at least three cars.

A second video shows Moreno in the cab holding a lighted flare, the document alleges.

A spokesperson for the company which owns the train released a statement reading in part:

”Yesterday afternoon, we received word that at approximately 12:35, a PHL locomotive pulling a single rail car was traveling at a high rate of speed, and travelled off the end of a dead end track in the Port of Los Angeles. Thankfully there were no injuries. The engineer of the train has been arrested and charged, and we are fully cooperating with all authorities as they proceed with their investigation. PHL has resumed its normal operations in the Ports of Los Angeles and Long Beach.”

The crash shouldn’t change operations at the Mercy in any way and patients are still being accepted, L.A. Mayor Eric Garcetti said Wednesday evening.

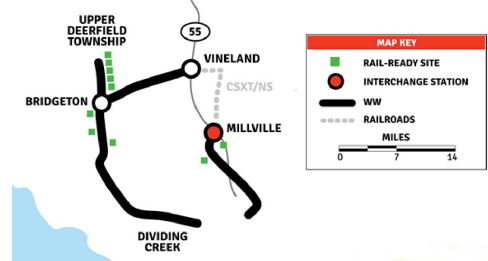


OmniTRAX LAUNCHES 10 ‘RAIL-READY SITES’ PROGRAM ALONG WINCHESTER & WESTERN ROUTES

DENVER, April 1, 2020, Trains News Wire — OmniTRAX, one of the fastest growing railroads in North America and an affiliate of The Broe Group, announced the launch of its new Rail-Ready Sites program. This program, designed to bring together rail-served sites and customers in need of development properties, kicks off with 10 Rail-Ready Sites along the New Jersey division of the Winchester & Western Railroad.

With direct access to both the CSX Transportation and Norfolk Southern Class I railroads, the initial 10 sites were carefully selected with the Cumberland County Improvement Authority, Choose NJ, and municipal development departments, in addition to landowners and developers of the sites. Together, the 10 sites total close to 600 acres and range in size from seven to more than 140 acres. These 10 properties are ideal locations for rail-served manufacturing, food processing, recycling and distribution

facilities, and will bring jobs to Cumberland County.



RAIL READY SITES MAP FOR THE WINCHESTER & WESTERN RAILROAD - OmniTRAX

“At OmniTRAX, we focus on growing American Communities. The Rail-Ready Sites program is a way to collaborate with our community partners and bring rail-served properties to market, aiding those communities

and embracing rail-related growth. Freight rail is a precious commodity. Together with our community partners, we are committed to bringing Rail-Ready Sites like these to market in order to connect more businesses to the freight rail network, which is proven to create jobs and economic growth,” said Ean Johnson, Vice President of Economic Development at OmniTRAX.

“Cumberland County is unique in offering shippers strategic proximity and connectivity to markets with more than 100 million customers in the New Jersey-Boston-New York City-Philadelphia-Washington DC corridor. We have a business-friendly approach and are ready to talk,” said Gerard Velazquez III, President and CEO, Cumberland County Improvement Authority.

THIS MONTH’S BANNER PHOTO

New Jersey Transit Electro-Motive Division Model SW1500 No. 502 at Harrison, New Jersey in January, 1990.

OPERATION LIFESAVER REMINDS YOU...

The train you see is closer and faster-moving than you think.



DELAWARE MOVES TO FILL THE GAP BETWEEN PERRYVILLE AND NEWARK

DOVER, DE., Apr. 9, 2020, Trains News Wire - A resolution in Delaware’s General Assembly would direct the state’s Department of Transportation to work with neighboring states and railroads to fill a 20-mile gap in commuter rail service between Newark, Del., and Perryville, Md. *Delaware Public Media* reports the resolution seeks to have Maryland’s MARC and Pennsylvania’s SEPTA meet in Newark to close the gap, currently served only by Amtrak. Maryland’s legislature has already passed a law requiring negotiations with Delaware and railroads to extend MARC service to Newark. The resolution is on hold with Delaware’s legislature; postponed indefinitely because of the coronavirus pandemic.

Welcome aboard!

The Lancaster Chapter, Inc., N.R.H.S. welcomes new Chapter Members

Candi Dirian
Tony White



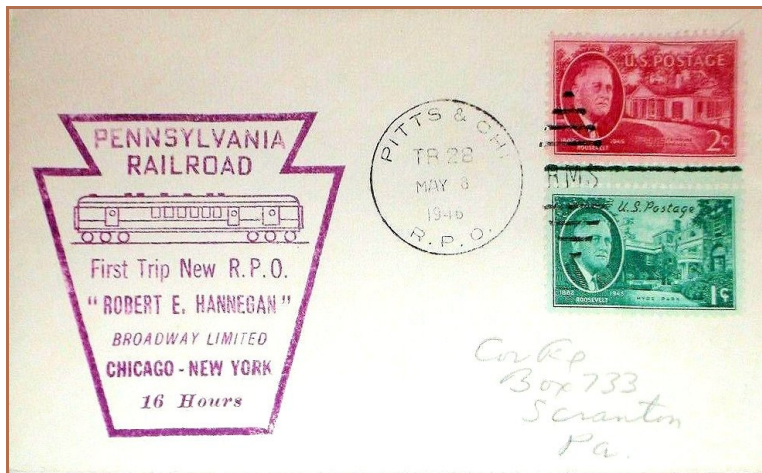
“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

~~MAY 2, 2020 - SATURDAY, 9:00 AM - 4:00 PM - COLUMBIA RAILROAD DAY - CANCELLED~~

~~MAY 18, 2020 - MONDAY, 7:30 PM - CHRISTIANA FRT STA, CHAPTER MEMBERSHIP MEETING - CANCELLED~~

JUNE 15, 2020 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION, CHAPTER MEMBERSHIP MEETING



MAY 8, 1946 - SPECIAL CANCELLATION OF THE PITTSBURGH & CHICAGO RAILWAY POST OFFICE



IN 1918 SEATTLE, TROLLEY RIDERS WEAR FACE MASKS
NATIONAL ARCHIVES VIA RAILWAY AGE

While the current coronavirus pandemic has changed routines and lives, it's not the first time that a pandemic has affected the United States. This sign was made during the Spanish Flu pandemic of 1918. It's interesting how similar it is to current CDC recommendations. Obviously, after 102 years, common sense doesn't go out of style!



THE "FLU" IS INCREASING

No one knows the cause of this disease.
It killed twice as many people in the United States
last year as our armies lost in France

IF YOU WANT TO PLAY SAFE:

1. Keep away from sick people, especially if they cough or sneeze.	4. Don't spit on the floor.
2. Use your handkerchief when you cough or sneeze.	5. Wash your hands before eating.
3. Avoid crowded street cars, trains, or houses.	6. Keep your fingers out of your mouth.
9. SEE THE PLANT DOCTOR IF YOU ARE NOT FEELING RIGHT	7. Avoid common drinking cups.
	8. Keep out of dusty places.

LANCASTER CHAPTER BOARD of DIRECTORS

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 CHAPLAIN: CELL PHONE 717-683-3053

CHAPTER MEMBERSHIP MEETING

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

MONDAY, MAY 18, 2020
STARTING AT 7:30 PM
MEETING CANCELLED

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 - \$2; 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

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 CHRISTIANA, PA 17509-1416
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