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EIGHTY-SIX YEARS AGO THIS MONTH - JUNE, 1934

An advertisement for the Pennsylvania Railroad. It features a night scene with a smiling moon and a train. The text reads: "They're sleeping under blankets on the PENNSY". Below this, it says "Largest fleet of AIR - CONDITIONED TRAINS in the world!". There are two columns of text describing the benefits of air-conditioned travel and the routes served. At the bottom, it says "Pennsylvania Railroad THE STANDARD RAILROAD OF THE WORLD".

They're sleeping
under blankets
on the PENNSY"

Largest fleet of
AIR - CONDITIONED TRAINS
in the world!

Summer travel gains added pleasure when you take the Pennsylvania Railroad. Cool, clean comfort makes your trip a pleasure — free from dirt, dust and wilting heat.

All principal Pennsylvania Railroad trains between the East and West are air-conditioned. All of its principal trains

between New York and Washington, New York and Philadelphia, and between Washington and Boston are air-conditioned.

Pennsylvania Railroad trains are electrically operated between New York and Paoli, 112 miles — and between New York and Wilmington, 118 miles.

Pennsylvania Railroad
THE STANDARD RAILROAD OF THE WORLD

From a Pennsylvania Railroad System Timetable dated June 24, 1934

**HAPPY
FATHER'S DAY**

THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2020-2021 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



AMTRAK TO MOVE FORWARD WITH 'CRITICAL' PENN STATION REDEVELOPMENT DESPITE PANDEMIC

BALTIMORE, April 23, 2020, By Holden Wilen, Baltimore Business Journal - Amtrak officials said Thursday they consider the redevelopment of Baltimore's Penn Station to be "critical" and will continue to move forward on the project even as the railroad company suffers a major financial hit due to Covid-19.

Chairman Anthony Coscia said during a teleconference that Amtrak will likely lose \$700 million in adjusted operating earnings due to the pandemic, and it's possible the losses could be greater. Ridership has fallen 95% and Amtrak has temporarily suspended several of its routes while modifying others to deal with reduced demand. Prior to the onset of pandemic, Amtrak had been on track to break even for the first time ever.

Despite the grim outlook, Amtrak executive Stephen Gardner said the government-owned company will continue to move ahead on the long-planned redevelopment of Baltimore's historic train station even as it makes adjustments and reduces expenses.

"There are a core set of essential projects across really all the different dimensions of the company...that are really critical to our long-term strategy and success," said Gardner, chief operating and commercial officer. "We continue to advance those as we can through the environment. Baltimore is one of those."

Gardner said people should expect delays because of supply chain issues, workforce availability and other challenges companies across the U.S. are facing. He also said Amtrak will defer capital improvements that it deems "are not right now critical."

"We remain committed to our big strategic objectives and our important projects," Gardner said. "Baltimore Penn Station redevelopment is a critical one, along with several other station projects that we continue to advance."

The redevelopment of historic Penn Station has been in the works for years. Penn Station Partners, a master development team selected by Amtrak to manage the project, plan to convert the site into a hub in the Station North and Mount Vernon communities. Penn Station is the eighth busiest station in the Amtrak system.

Other plans by Penn Station Partners include developing a residential tower on what today is a flat-surface parking lot at Lanvale and Charles streets, as well as new development on parcels owned by Amtrak near the station. The additions will hold retail, residential and office space.

Bill Struever, CEO of Cross Street Partners, which is part of the development team, said in March the project remained ongoing.

Last year Amtrak announced plans to invest \$50 million in improvements to the historic station as part of an overall \$90 million investment.

The project was awarded a \$3 million Maryland Historic Revitalization Tax

Credit from the Maryland Historical Trust and Gov. Larry Hogan has also authorized workforce training and job creation tax credits and property tax breaks as incentives for opportunity zone investment.

Blueprint Local, a fund based at Brown Advisory in Fells Point, announced in February it would provide an undisclosed amount of private capital through opportunity zone funding for the project.

AMTRAK TO RETURN ACELA SERVICE ON THE NORTHEAST CORRIDOR

New safety initiatives will continue to be in effect for customers and employees

WASHINGTON, May 8, 2020, Amtrak MEDIACENTER and Trains News Wire – Beginning June 1, Amtrak is restoring Acela service on the Northeast Corridor on a modified schedule in response to anticipated increased demand. Modified service will include the restoration of three weekday Acela round trips. Northeast Regional frequencies will also be increased from eight to 10 round trips.

"We are dedicated to doing everything possible to return service safely. We want everyone to feel comfortable as they navigate this new normal," said Amtrak President and CEO Bill Flynn.

Amtrak continues to take extra steps to sanitize stations and trains. Additional measures include the following:

Facial coverings: As part of Amtrak's ongoing commitment to protect customers and front-line employees in response to the coronavirus pandemic, Amtrak is requiring that all customers in stations, on trains and thruway buses wear facial coverings. The Centers for Disease Control and Prevention (CDC) recommends the use of simple cloth facial coverings or masks to slow the spread of the virus and prevent transmission.

Limiting bookings: To help maintain CDC recommendations for physical distancing onboard trains, we have temporarily reduced Coach, Business, and Acela First Class sales to 50% capacity.

Cashless service: As an added measure to ensure the health and safety of our customers and employees, we are temporarily accepting only cashless payments in stations and on trains.

Physical distancing: Signage has been displayed at several of our busiest stations to indicate safe distances in high customer traffic areas such as waiting rooms, in front ticket offices, at the base/top of escalators, lounge entrances, etc. In addition, clear protective barriers have been retrofitted at stations where there are no current glass barriers.

Food and beverage service: We are temporarily offering Flexible Dining service in the dining or lounge car on all long distance routes (except Auto Train) and encouraging all Sleeping Car customers to select optional room service for their meals. In addition, we are limiting seating in dining and café areas.

While some services were reduced or suspended, Amtrak has and will continue to operate as an essential service as our nation recovers. In addition to the Acela and Northeast Regional, trains will be restored to service by monitoring demand, working with state partners and continuing to prioritize customer and employee safety.

Tickets are currently for sale and can be found, along with current schedules on Amtrak.com and through the Amtrak app. Amtrak continues to evaluate current practices and pilot new opportunities to support personal safety. Visit Amtrak.com for more information about how Amtrak is maintaining a safe environment.

Keystone Service, which normally operates from New York City and offered

13 weekday route trips prior to suspension because of the coronavirus pandemic, will operate only on the Philadelphia-Harrisburg, Pa., portion of its route, offering nine round trips. That service has been suspended since March 18; the daily New York-Philadelphia-Pittsburgh *Pennsylvanian* has been suspended since March 19.

AMTRAK ADDS TO ANTI-VIRUS MEASURES, ALTERS RAIL SCHEDULES IN SOUTHEAST

WASHINGTON, May 14, 2020, Bob Johnston -Trains News Wire — Amtrak will close seating in its café cars, making food service carry-out only, and has extended its waivers on change and cancellation fees until Aug. 31, as part of its ongoing program to address COVID-19 concerns as it begins to ramp up for increased operations and ridership. The passenger carrier is has also enhanced cleaning and disinfecting at stations, and has introduced signage to indicate safe distancing, along with clear protective barriers at customer counters at its busiest stations. These join prior moves such as limiting ticket sales to 50% of each train's seating capacity and requiring customers as well as employees to wear face coverings. More information on coronavirus safety efforts is available at Amtrak's website.

Amtrak is also modifying service on its trains using CSX's A-Line south of Richmond, Va., because of daytime trackwork and low ridership. A rundown of the scheduling changes through June 2:

Silver Star: Southbound, departs New York Friday through Sunday only (in Florida Saturday through Monday); Northbound, departs Miami Thursday through Saturday only (in Virginia, North Carolina Friday through Sunday).

Silver Meteor: Southbound, departs New York Monday through Thursday only (in Florida Tuesday through Friday); Northbound, departs Miami Sunday through Wednesday only (in Virginia and NEC Monday through Thursday)

Palmetto: Cancelled Monday-Thursday through May 21 south of Washington D.C. to Savannah, Ga.

Carolinian: Cancelled New York-Charlotte through May 17; resumes Charlotte-Raleigh only May 18-31.

Piedmont: The single remaining round trip (trains 75-76) that has been providing Charlotte-Raleigh service will be discontinued effective May 18.

Some cities, including Columbia, S.C., and Tampa, Fla., on the *Star's* route, will lose all service on days when trains are cancelled. There is a Thruway Bus connection to and from Tampa when only the *Meteor* runs. Either the *Meteor* or *Palmetto* will serve all stations on their North and South Carolina route, depending on the day of the week.

CRIMINAL CHARGES REINSTATED AGAINST BRIAN BOSTIAN

May 18, 2020, Trains News Wire - Criminal charges have been reinstated against Brian Bostian, the latest twist in the legal saga of the engineer who was at the controls for the fatal Philadelphia derailment of Amtrak train No. 188 in 2015. Charges against Bostian were dropped for the second time in July 2019 when a judge said his actions did not rise to the level of criminal recklessness, but on Thursday, Pennsylvania Superior Court Judge Victor Stabile said the judge who issued the prior ruling improperly considered evidence that should be litigated at trial. The New York Times reports that Pennsylvania's attorney general issued a statement saying the judge "ruled the Attorney General can move forward in our work to deliver justice," while Bostian's lawyer said, "This was an accident and not a crime, and we will appeal."



COAL SLUMP, PANDEMIC CONTRIBUTE TO CSX EARNINGS DECLINE

Railroad withdraws financial outlook for year due to COVID-19 uncertainty

JACKSONVILLE, Fla., April 22, 2020, Bill Stephens -Trains News Wire — CSX Transportation on Wednesday reported lower quarterly revenue and earnings as coal volume sank and broad pandemic-related traffic declines began.

CSX withdrew its financial guidance for the year due to the economic

uncertainty surrounding the COVID-19 pandemic. Executives emphasized the strength of CSX's balance sheet and said they were considering scaling back this year's capital spending plan.

"These are unprecedented times. I've been through a lot in my career, from Black Monday to the Great Recession and a lot of other unsettling events. But nothing like this," CEO Jim Foote says. "But I can say with certainty: Strong companies adapt. They make changes and they get even stronger."

For the quarter, CSX's operating income declined 3%, to \$1.17 billion, as revenue declined 5%, to \$2.85 billion. Earnings per share fell 2%, to \$1. The operating ratio improved 0.8 points to 58.7%, which CSX said was a Class I first quarter record.

Foote says the financial results were impressive considering a 25% decline in coal revenue and the onset of swift pandemic-related volume declines as the quarter drew to a close.

"I am incredibly proud of the men and women of CSX who are working on the front lines," Foote told investors and analysts on the railroad's earnings call. "They have once again shown what outstanding railroaders they are."

Overall quarterly traffic volume slumped 1%, largely due to a 15% decline in coal shipments. Merchandise volume was up 2%, while intermodal traffic held steady. Only two of CSX's merchandise traffic segments — automotive and fertilizers — showed a decline. Increased domestic intermodal shipments were offset by lower international intermodal volume, which CSX attributed to the COVID-19 pandemic that extended plant closures in China.

CSX reported mixed results for trip-plan compliance, which measures on-time performance, as it tightened schedules. Compared to the fourth quarter, carload trip-plan compliance fell 1.9 points to 80.7%, while intermodal rose 0.7 points to 96.2%.

"CSX service is currently the best it has ever been," Foote says, citing trip-plan performance improvements in the first two weeks of April.

Like other railroads, CSX has adjusted its operations quickly as volume declined sharply due to the impact of the coronavirus pandemic. CSX's traffic volume is down 20% this month through April 18.

CSX has stored 400 locomotives since the end of March, bringing its total active fleet below 2,000, says Jamie Boychuk, executive vice president of operations. Three years ago, before adopting scheduled railroading, the railroad had nearly 4,000 active locomotives, he says. As volume has declined, CSX has eliminated 50 daily merchandise train starts, a reduction of more than 20%, Boychuk says. Overall, the railroad has cut daily road train starts by 23%.

"Will continue to adjust our network as demand dictates," Boychuk says, but the railroad will be ready to handle increased volumes whenever the economy begins to recover.

CSX's key operating measures, including average train speed, terminal dwell, and car-miles per day, all improved compared to a year ago and set first-quarter records for the company.

The railroad's key safety metrics improved, compared to the fourth quarter as well as the first quarter of 2019, and were among the best in CSX history.

Foote said that CSX would reduce its capital spending to the low end of its range of between \$1.6 billion to \$1.7 billion but that it would not reduce or defer spending on projects related to safety. The railroad will install the same amount of new rail this year and more ballast than last year, he says.

CSX SHUTS PITTSBURGH-AREA INTERMODAL FACILITY

McKEES ROCKS, Pa., May 5, 2020, by Bill Stephens -Trains News Wire — CSX Transportation has closed its McKees Rocks intermodal terminal, which opened in September 2017 as the last major element of the National Gateway Initiative double-stack clearance project.

CSX touted the terminal's ability to allow shippers in western Pennsylvania to shift freight from highway to rail. It initially served 40 destinations under the railroad's hub-and-spoke intermodal strategy.

But hub-and-spoke was scuttled a few months after the Pittsburgh terminal

opened as CSX aimed to reduce costs and boost intermodal profitability under then-CEO E. Hunter Harrison.

CSX funded construction of the \$60 million intermodal terminal. It was the final component of the \$850 million National Gateway project, which used a combination of federal, state, and CSX funding to raise clearances on the former Baltimore & Ohio main line linking the Midwest with points on the Mid-Atlantic.

The 70-acre terminal built at a former Pittsburgh & Lake Erie yard had a capacity of 50,000 lifts annually.

CSX in March reached an agreement with Shell to lease the terminal, which will be converted to a storage-in-transit facility, the railroad says.

Shell is building a massive petrochemicals complex 30 miles northwest of Pittsburgh. The ethylene cracker in Potter Township will produce 1.6 million tons of polyethylene annually.

The plentiful supply of cheap natural gas is driving increased plastics production in North America. Rail-hauled plastics traffic is expected to grow 3% annually over the next decade.

Plastic pellets typically are shipped in covered hoppers. On average, CSX earns more than five times as much revenue from a carload of chemicals than it does from an intermodal container.

Revenue for containers originating and terminating in Pittsburgh would be lower than the CSX average, however, because of relatively short hauls to and from the Steel City, which is less than 500 miles from Chicago and under 250 miles to Baltimore.

CSX's intermodal network simplification, which resulted in low-volume Chicago interchange moves being made by rubber tires instead of steel wheels, likely contributed to the demise of the Pittsburgh terminal, intermodal analyst Larry Gross says.

"Pittsburgh would have been a different story if everything east-west was not grounded in Chicago for rubber tire crosstown," he says. "Then length of haul would not be an issue and there would surely be enough traffic to support it. But once the western railroad's traffic is grounded in Chicago, "CSX continually reviews its system and makes regular service adjustments to meet evolving business needs. Customer shipments through the area will be rerouted to other lanes providing efficient, reliable intermodal service on the CSX network," the railroad said in a statement.

CSX, CONSERVATION FUND ISSUE GRANTS TO EXPAND ACCESS TO FOOD

May 7, 2020, Progressive Railroading - CSX and The Conservation Fund yesterday announced nine charities in seven states will receive grants ranging from \$5,000 to \$10,000 to improve their capacity to store and safely deliver food in their communities.

Over the past six years, the Grant Program for Transporting Healthy Food, sponsored by CSX, has provided funding to 74 local food producers and distributors. The funding has supported their operations to purchase and expand vital infrastructure — such as mobile markets, cold storage units and packaging material — to better store, pack, transport and ultimately improve community access to fresh produce, dairy, meat or seafood.

Overall, the grant program is projected to enable local food distribution organizations to collectively serve an additional 377,987 families with nearly 50 million pounds of food and increase the number of meals provided by more than 40 million.

The grants will go to organizations in Connecticut, Indiana, Maryland, Michigan, New York, North Carolina and Virginia.

The fund's grant program has provided nourishment to thousands of families and strengthened local food producers in some of the nation's most vulnerable communities, he said.

This year's funding will enable the nine recipient organizations to collectively serve an additional 92,000 families with nearly 6 million meals.



NORFOLK SOUTHERN REPORTS FIRST-QUARTER 2020 RESULTS, NON-CASH ASSET RATIONALIZATION CHARGE RELATED TO PSR IMPLEMENTATION

Norfolk, Va., April 29, 2020, Norfolk Southern News - Norfolk Southern Corporation (NYSE: NSC) today reported first-quarter financial results of net income equal to \$381 million, diluted earnings per share of \$1.47, and an operating ratio of 78.4%. These results include a \$385 million non-cash locomotive rationalization charge related to the ongoing disposition and marketing of excess locomotives not required for future operations due to the successful introduction of Precision Scheduled Railroading. Excluding the effects of the asset rationalization charge, adjusted first-quarter net income was \$669 million, adjusted diluted earnings per share were \$2.58, and the adjusted operating ratio improved by 230 basis points compared with first-quarter 2019 to 63.7%.

"During the first quarter, Norfolk Southern's determination to transform our operations once again produced all-time best service delivery levels accompanied by productivity improvements, despite volumes being impacted by weak energy prices and the onset of the COVID-19 pandemic," said James A. Squires, Norfolk Southern chairman, president and CEO. "While it is unclear how long economic activity will remain suppressed, we are dedicated to serving our customers and keeping our employees healthy and safe while navigating the downturn so that we can emerge strong and resilient for our shareholders. I am extremely proud of the commitment and strength the Norfolk Southern team has displayed by keeping our nation's freight moving during this challenging start to 2020 while also enhancing our financial position."

First-quarter summary

- . Railway operating revenues of \$2.6 billion decreased 8% compared with first-quarter 2019, driven by an 11% decline in total volume.
- . Railway operating expenses were \$2.1 billion, including a \$385 million non-cash locomotive rationalization charge related to locomotives marketed for sale and/or disposed of as a result of productivity gains achieved through the successful introduction of Precision Scheduled Railroading.
- . Excluding the locomotive rationalization charge, adjusted operating expenses declined \$202 million, or 11%, driven by lower compensation and benefits, fuel, purchased services, and materials.
- . Income from railway operations was \$568 million and the operating ratio was 78.4%.
- . Adjusted income from railway operations of \$953 million declined by 1%, while the adjusted operating ratio improved to 63.7% versus the first-quarter record of 66.0% set in 2019.

Guidance update

- . Second-quarter volumes have continued to decline across all of Norfolk Southern's commodity segments, down 30% quarter-to-date, setting up for a very soft revenue outlook. With uncertainty on both the cadence of reopening the U.S. economy and the slope of recovery, we withdraw the previously-issued outlook for flat full year revenue.
- . As a result of the current volume environment, we also withdraw core operating ratio guidance for 2020.

"While the COVID-19 pandemic will effect business volumes for the year, the PSR implementation that our team is executing upon will generate significant operating expense savings in 2020," said Chief Financial Officer Mark R. George. "In this challenging environment our team is doubling down on examination of our structural cost opportunities to ensure that we remain positioned to drive enhanced profitability for the long term."

NS TRAIN DERAILS IN PERRY COUNTY NEAR SUSQUEHANNA RIVER

MARYSVILLE, PA., April 23, 2020, By Becky Metrick, PennLive - Railroad crews and Norfolk Southern police are investigating a train derailment that occurred Thursday in Marysville, Perry County.



A NORFOLK SOUTHERN TRAIN DERAILED IN THE MARYSVILLE AREA AT ABOUT 2 P.M. ON APRIL 23, 2020. BOTH PHOTOS MARK PYNES | PENNLIVE



The derailment occurred where the railroad tracks come off of the Rockville Bridge over the Susquehanna River and into Marysville. The train could be seen stopped across the entire bridge.

In the area where the train derailed, train cars could be seen twisting off the tracks toward the road below it. Crews were walking up to the tracks to investigate. From the road, it was not clear how many cars had derailed or been damaged.

Norfolk Southern Police officers at the derailment said no information would be released from the scene. The train appeared to be a cargo train. There was no immediate

information released about injuries.

On the other side of the river, Susquehanna Township police acknowledged the train derailment which led to the local closure of Roberts Valley Road. Police are asking that all but local residents avoid the area.

NS PURGES NINE LOCOMOTIVE MODELS AS PART OF 703-UNIT FLEET REDUCTION

Number of locomotives reduced by 22% since 2018 as part of TOP 21 operating plan

NORFOLK, Va., April 29, 2020, By Bill Stephens, Trains News Wire — Norfolk Southern's decision to purge older locomotives reduces the size of its fleet by 22%, which executives say was made possible by the Precision Scheduled Railroading focus of moving traffic on fewer but longer trains.

NS has removed 703 units from its fleet, topping the 500-unit target the railroad set during its investor day last year. The railroad's TOP 21 operating plan includes blending different types of traffic — bulk, intermodal, and merchandise — into longer trains, which reduces locomotive requirements.

The railroad's active fleet has shrunk to 2,801 units as of March 31, a 20% reduction from the 3,515 in use at the end of 2018. Some 606 units were stored at the end of 2018, a figure that grew to 1,022 by the end of last year as operational changes were rolled out.

As it sells or scraps 703 older units, NS will retain 402 stored locomotives that will be available as a surge fleet, as well as being cycled into shops as part of the railroad's ongoing DC-to-AC traction conversion program.

"Simply said, it's a capacity dividend of our TOP 21 PSR implementation, which has resulted in the decongestion of our yards and road network, allowing cars to turn quicker in the terminals and trains to move faster on the network," Chief Financial Officer Mark George said on the railroad's earnings call Wednesday. "The blending of our discrete networks resulted in fewer but longer trains. Fewer trains, along with better balancing of our routes, require fewer locomotives."

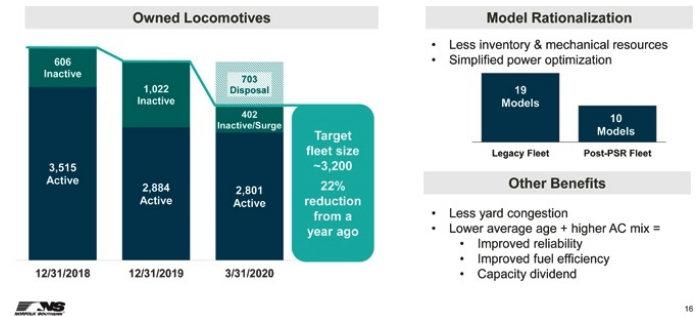
Nearly 300 units were sold in the first quarter, George says, with the remainder up for sale or scrapping by the end of the year.

"The team targeted removal of the oldest, least reliable, and least efficient of the locomotives and eliminated entire model lines, moving us to a more homogenous fleet of 10 models from 19," George says.

NS did not immediately respond to an email seeking details on which

LOCOMOTIVE RATIONALIZATION

\$385 million non-cash charge due to ongoing disposal of 703 locomotives



locomotives models were purged.

The model reduction has allowed NS to reduce parts inventory and its mechanical shop forces.

NS will continue its DC-to-AC conversion program, which produces a like-new locomotive at about half the cost of buying new, officials have said.

"We're committed to that revitalization," Chief Operating Officer Mike Wheeler says, noting he's been pleased with the reliability of the AC-traction locomotives.

Last year executives said they would accelerate the DC-to-AC conversion program this year. But due to the economic impact of the COVID-19 pandemic — and a 25% reduction in capital spending this year — NS will stick to its original DC-to-AC conversion schedule. That will push off until 2021 some conversions that had planned for this year, Wheeler says.

Also put off until next year: Rebuilds of the local unit fleet.

NS arrived at its decision to roster 3,200 locomotives by modeling how the PSR-based operating plan would handle traffic levels from 2018, George says.

The railroad's revenue ton-miles were 6% higher in 2018 than in 2019.

The number of train starts, meanwhile, dropped during all three phases of the implementation of the TOP 21 plan. Train starts were down 11% in the third quarter of 2019, 15% in the fourth quarter of 2019, and 19% in the first quarter of 2020, with each decline much deeper than the quarterly slump in traffic.

NORFOLK SOUTHERN TO CUT CAPITAL SPENDING 25% BECAUSE OF DOWNTURN

NORFOLK, Va., April 29, 2020, By Bill Stephens, Trains News Wire — Norfolk Southern will slash capital spending 25% this year as traffic and revenue decline sharply due to the economic impact of the COVID-19 pandemic, the railroad said today as it announced lower first-quarter profits.

NS joined most of the other Class I systems in withdrawing its financial outlook for the year in light of economic uncertainty. But the railroad maintained its 2021 target for an operating ratio below 60%.

Executives expect broad traffic declines across the railroad's merchandise, intermodal, and coal business segments this year and did not hazard a guess as to when volume might begin to rebound.

"We project year-over-year volume declines across all business groups, with large impacts in the second quarter, and future volumes depending on the depth of the downturn and the timing of the reopening of the economy, as well as energy prices," Chief Marketing Officer Alan Shaw told investors and analysts on the railroad's earnings call.

First-quarter volumes were down 11% overall as coal sank 31%, intermodal slumped 11%, and merchandise traffic was off 5%.

For the quarter, the railroad's operating income declined 1%, to \$953 million, as revenue fell 8%, to \$2.62 billion. Earnings per share, adjusted for the impact of one-time items, rose 3%, to \$2.58.

When adjusted for one-time items, NS's operating ratio improved 2.3 points

to a first quarter record 63.7% as the railroad cut expenses more deeply than the decline in revenue.

"Within the context of an 11% volume decline, they are remarkable achievements that demonstrate this team's urgency to transform our company," CEO Jim Squires says.

Squires praised NS employees for helping to move the economy and vital supplies during the pandemic. "It is truly inspirational to watch our employees rise to the challenge," he says.

NS has three aims during the pandemic, Squires says: protect employees, serve customers, and exercise financial discipline.

The railroad has a strong balance sheet with plenty of cash on hand and access to credit that will help it weather the downturn, Chief Financial Officer Mark George says.

The \$500 million reduction in capital spending, to \$1.5 billion, is across the board, George says. The railroad remains committed to its DC-to-AC locomotive conversion program, however, and will trim maintenance spending by more precisely targeting where new rail, ties, and ballast are installed, Chief Operating Officer Mike Wheeler says.

As the third phase of its TOP21 operating plan was implemented, NS cut train starts more deeply than traffic declined in the quarter, Wheeler says.

Train starts were down 19%, outpacing the 11% volume decline and pushing the railroad's train and engine service workforce to a record low. With traffic down 30% in April, train starts are down 30% as well, Wheeler says.

Helping to reduce train starts: Combining different types of traffic in the same train, even including shifting merchandise traffic into premium intermodal trains. "We have really blended all the different traffic types into our network. So we're to the point now where a train is a train," Wheeler says.

As part of blending traffic types, NS has opened some new lower-volume intermodal lanes by adding container traffic to merchandise trains. "No longer do we need to find enough density for a point-to-point intermodal train," Shaw says.

NS's key performance and service metrics all improved for the quarter as it set quarterly records for terminal dwell, train performance, shipment consistency, and intermodal availability.

"Our service is the best in Norfolk Southern history," Shaw says.



UNION PACIFIC CANCELS ALL STEAM ACTIVITIES FOR 2020

Railroad promises Big Boy will return in 2021

April 29, 2020, Trains News Wire - Union Pacific has cancelled all planned steam activities in 2020, citing the uncertainty surrounding the COVID-19 virus and social distancing measures.

Senior Vice President and Chief Administrative Officer Scott Moore said in a video message to members of Union Pacific's Steam Club that the railroad is committed to operating in 2021. "We saw last year how much America loves the Big Boy, and what it can do as the giant, rolling ambassador of the Union Pacific."

While the railroad had not announced an itinerary for this year, it was anticipated that the Big Boy would travel to the Pacific Northwest in late summer.



NJT \$250MM BRIDGE CONTRACT TO REPLACE RARITAN RIVER BRIDGE

NEWARK, NJ, May 14, 2020, Railway Age -

New Jersey Transit has awarded a contract worth \$247.95 million to George Harms Construction Co. of Farmingdale, N.J. for the first of three construction phases of the Raritan River Bridge Replacement project on the electrified North Jersey Coast Line. The existing moveable bridge, a swing span built in 1908 and known as River Draw, sustained significant damage during Superstorm Sandy in 2012 when it was struck by a runaway tugboat, shifting it on its pilings and requiring emergency repair before being placed

back in service.

The total cost for all three project phases is estimated at \$595 million, of which \$446.31 million is financed by a Federal Transit Administration Emergency Relief Program grant for resilience projects in response to Superstorm Sandy. NJT allocated \$247.95 million, or 44%, of the FTA grant to finance 100% of the phase one contract awarded to George Harms Construction.

The new Raritan River Bridge will be a lift span. Work included in the first-phase contract includes bridge approach spans, lift bridge and flanking spans piers, and associated land work. The next portion of the project, to be awarded in the future, would include construction of the lift bridge and flanking spans superstructure, communications, signal and overhead catenary work. The final portion will be the demolition of the existing River Draw bridge following the new bridge entering into service.

NJT said the one-time total economic impact of the Raritan River Bridge Replacement project for New Jersey's economy will be \$1.0 billion, including direct, indirect and induced economic impacts, supporting 5,740 jobs and \$352.5 million in earnings, according to studies by the Rutgers University Center for Advanced Infrastructure and Transportation (CAIT).



EXISTING RARITAN RIVER BRIDGE

The bridge project is part of NJT's Resilience Program, which was initiated following Sandy to make the agency's operations and infrastructure stronger and more reliable for customers. "We continue to make strategic resiliency investments in our infrastructure to ensure the long-term viability of the

transportation system," said NJT President and CEO Kevin Corbett. "The Raritan River Bridge Replacement contract awarded [to George Harms Construction] is a great step forward in ensuring our North Jersey Coast Line customers have robust and sustainable rail service that will better withstand the effects of extreme weather, while meeting the current and future transportation needs of our customers for so many decades to come."

Built in 1908, River Draw is the sole rail connection between 17 of the 20 stations on the North Jersey Coast Line, which links Jersey Shore communities and the major employment centers of Newark, Jersey City, and Manhattan. The NJCL provides service to approximately 11,400 daily customers making approximately 22,800 Average Weekday Passenger Trips, and also accommodates Conrail freight rail services. During construction, NJT will keep the existing bridge in service to ensure minimal service disruption.



SEPTA ANNOUNCES REGIONAL RAIL SERVICE ADJUSTMENTS FOR UPCOMING WORK

PHILADELPHIA, May 4, 2020, SEPTA News Release - SEPTA will further efforts to rebuild a critical portion of Regional Rail infrastructure in the University City area as part of the Southwest Connection Improvement Program.

The work is scheduled to take place from Sunday, May 10, 2020 through Saturday, May 30, 2020 and will require major service adjustments that will impact customers who use the Airport, Media/Elwyn and Wilmington/Newark Lines.

The Southwest Connection Improvement Program will rebuild the mainline infrastructure on the Media/Elwyn Line between 30th Street Station and the Arsenal Interlocking, just below Penn Medicine Station, portions of which date more than 80 years. This track area also supports Wilmington/Newark

and Airport Line services, making it a critical rail connection for Southwest Philadelphia, Center City, Delaware County, and the economic vitality of the region.

The Southwest Connection Improvement Program has been broken up into phases in an effort to minimize the disruption to passengers. Phases one and two were completed during the summers of 2018 and 2019, and the work starting May 10 represents the start of the third and final phase. There will be additional work this summer.

Upcoming work highlights include:

Overhead wire work, Tree trimming, Interlocking work, PennDOT tunnel work, SEPTA bridge inspection

Service changes in effect May 10-30:

> A special construction Regional Rail timetable will be in effect for the Wilmington Line

. The Wilmington Line will be restored May 10

. Trains will operate from Wilmington Station to Amtrak 30th Street Station

> The Airport Line will operate as a shuttle bus service with a special construction schedule

. Shuttle buses will operate from 30th Street to the Airport and Eastwick Stations

. Service will operate every two hours

> Service on the Media/Elwyn Line will temporarily be suspended

. The Media/Elwyn Line will be restored May 31

. Alternate service will be available on the Wilmington Line and bus and trolley routes

> No trains will operate to Penn Medicine Station

. A circulator bus will operate between 30th Street and Penn Medicine Stations

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JUNE

June 24, 1902 - PW&B Board authorizes construction of new shops and roundhouse north of Wilmington, Del.

June, 1907 - P70 adopted as standard all-steel coach; PRR orders 200, delivered in 1908.

June 28, 1912 - *New York Times* prints special late edition for persons attending the Democratic National Convention at Baltimore at 5:30 AM; rushed to Baltimore on special two-car PRR train in 3:46, delivered at 9:30.

June 27, 1917 - PRR Board authorizes purchase of property for station improvements at Harrisburg, Pa.

June 30, 1922 - *Washington-Bar Harbor Express* runs northbound in a record four sections with 29 extra sleeping cars; Washington section has three cars to Bar Harbor, three to Portland, and one for Danville Jct., Maine; three Philadelphia sections have a total of ten cars for Bar Harbor, eight for Portland, five for Rockland, two for Bretton Woods, and one to Kineo, Maine.

June 9, 1927 - PRR announces that it will rename The *St. Louisian/New Yorker "The Spirit of St. Louis"* in honor of Charles A. Lindbergh; observation car is to be named *Colonel Lindbergh*.

June 20, 1932 - PRR places 20 pre-cooling units in service at Broad Street Station; designed to maintain uniform 75 degrees in sleeping and dining cars.

June 19, 1937 - PRR operates low-cost excursion from Pittsburgh to Atlantic City and return to permit railroad fans to attend and photograph the annual AAR expo at Atlantic City; train leaves Pittsburgh at 9:50 PM and departs Atlantic City at 9:50 PM on June 20; PRR exhibits a GG1, streamlined K4s No.

3768, a modernized P70, a cement hopper, and a new mill car.

June 9, 1942 - PRR places notices in dining cars explaining rationing; coffee is to be served only at breakfast and tea only with dinner; sugar or saccharine are only available on request; passengers are limited to a single cup.

June 29, 1947 - NRHS "Off the Beaten Track" excursion runs from Philadelphia to Baltimore, then over the Maryland & Pennsylvania Railroad to York and return via Lancaster.

June 15, 1952 - *Broadway Limited* celebrates 50th anniversary at Penn Station and Union Station; at New York, guests include four of original passengers and three of crew of 1902 inaugural *Pennsylvania Special* who are feted in the dining car by VP James M. Symes; at Chicago, eastbound *Broadway* breaks a large golden banner outside the station; veteran engineers from 1902 are given cab rides as far as Fort Wayne, where another celebration is held.

June 29, 1957 - *Pennsy AeroTrain* makes last run between Philadelphia and Pittsburgh.

June 30, 1962 - PRR has abandoned 2,250 track miles since Dec. 31, 1953 under Major Abandonment Program.

June 27, 1967 - Tests of gas-turbine "Pioneer III" car No. *GT-1* on LIRR end after logging 18,095 miles; car is returned to the Budd Company.

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

NOTICE

DUE TO EVER-CHANGING EVENT CANCELLATIONS DUE TO THE CORONAVIRUS, THE "TIMETABLE" SECTION OF THE NEWSLETTER IS SUSPENDED UNTIL FURTHER NOTICE.



Railroad Museum of Pennsylvania

**300 GAP ROAD, ROUTE 741 EAST
STRASBURG, PA 17579
WWW.RRMUSEUMPA.ORG
817-687-8628**

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 - 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

Sunday, Oct. 4, 2020 - Garden Railways Tour

Saturday, Oct. 17, 2020 - Trains & Treats



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

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, 19, 2020 - Locomotive No. 89 In-Cab Experiences

Saturday, July 18, 2020 - Jesse James Great Train Robbery

Sunday, July 26 & Aug. 2, 30, 2020 - Locomotive No. 90 In-Cab Experiences

Sunday, Aug. 9, 16, 2020 - Locomotive No. 475 In-Cab Experiences

Saturday, Aug. 15, 2020 - Bonnie & Clyde Great Train Robbery

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, Oct. 16, 2020 - Photo Event 2020, "Return of the Plymouth"
Friday & Saturday, Oct. 16-17, 2020 - Photo Event 2020, "Steam Strikes Back"
Saturday, Oct. 17, 2020 - Jesse James Great Train Robbery
Friday-Sunday, Oct. 30-Nov. 1, 2020 - Day Out With Thomas, Mavis, and Rusty



ALLENTOWN & AUBURN RAILROAD
232 RAILROAD STREET
KUTZTOWN, PA 19530

WWW.ALLENTOWNANDAUBURNRAILROAD.COM
570-778-7531

ALL PASSENGER TRAINS ARE SUSPENDED UNTIL JULY

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

Friday, 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 - Railroading 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

MAY, 2020
CHAPTER MEETING MINUTES

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



LESS THAN CARLOAD SHIPMENTS
LOCAL AND NATIONAL NEWS



THORPE: TRAIN OFF TRACK AGAIN

JIM THORPE, PA., May 4, 2020, by Jarrad Hedes, The Lehigh Times News - The off again, on again relationship between the Lehigh Gorge Scenic Railway and Jim Thorpe borough is off again, according to a borough news release

issued Friday afternoon.

In a letter addressed to borough residents and businesses, council said although it has drafted an ordinance exempting the railroad from paying an amusement tax for its passenger train service, the railroad is stopping its service again due to other demands.

"Recently we had been told by the railroad that they do not accept the proposed ordinance change and will not restart the railroad without a binding written agreement that the railroad does not owe the amusement tax, has never owed the amusement tax and will never owe the amusement tax," the borough's release states. "The borough can't legally agree to these terms."

Background

Lehigh Gorge Scenic Railway stopped its rides out of Jim Thorpe on Nov. 25, as it went back-and-forth with Jim Thorpe borough over amusement tax money the municipality felt the train company owed it.

The dispute goes back to 2011 when Jim Thorpe's tax collector notified the railroad it was subject to the amusement tax. The railroad, however, claimed it was exempt under a federal transportation statute.

"Despite insistence, the railroad has never provided that statute to either the tax collector or the borough," the borough stated.

The railroad was added to the delinquent tax roles in 2017. A complaint was filed with the local district justice, who determined the railroad had failed to comply with the amusement tax ordinance. The railroad appealed the decision to the Carbon County Court of Common Pleas in 2019.

Berkheimer, the tax collection agency representing Jim Thorpe borough, sought nearly \$100,000 in unpaid amusement taxes for the past three years, leading to train's decision to stop the rides in late 2019, including the popular Santa trains in December.

Soon after the train made its announcement, the two sides met on multiple occasions, with the borough eventually agreeing to drop the lawsuit.

According to Jim Thorpe's council, when a meeting was held in late January 2020, the railroad said it would continue passenger service in the borough under three conditions. The conditions were that the railroad would not make any contribution to the borough toward the amusement tax or any similar contribution; that the borough amend its ordinance to exempt the railroad

from the amusement tax; and that the borough agree not to reinstitute the lawsuit against the railroad.

“The borough received input from the Jim Thorpe Tourism Agency and from several businesses, and decided to accept the terms of the railroad,” council said. “Based on this, the railroad did run its passenger service during the Winter Festival in February 2020. Since that time, the borough drafted an ordinance to exempt the railroad from the amusement tax and advised the railroad it would not re-file the lawsuit. Council was criticized by some residents for this stance, but felt it was best for the good of the town to have the railroad return.”

[Going forward](#)

As of Friday, council said its efforts to bring the railroad back have not succeeded.

“They have told us they will not return,” council said in its news release. “Although we have not given up hope the railroad may return in the future, this is the decision of the railroad. The borough can’t force the railroad to return. Ultimately, that is up to them.”

Officials from the railroad were not available for comment.



[NEW EAST BROAD TOP CREW MAKES PROGRESS; DESIGNATES TWO STEAM LOCOMOTIVES FOR EARLY RESTORATION EFFORTS](#)

ROCKHILL FURNACE, Pa., May 12, 2020, Trains News Wire - From the East Broad Top Foundation, Inc., May 12, 2020 — Despite limitations imposed because of the current pandemic, the East Broad Top Railroad has been making steady progress in the three months since a new nonprofit foundation announced that it had acquired the narrow-gauge line. A small crew of employees has been hired, track work has begun, and one stall of the roundhouse has been converted into a modern workspace. All six of the railroad’s Baldwin-built 2-8-2 Mikado-type steam locomotives have been closely inspected, and two have been identified as candidates for early returns to service.

Last week, contractors removed asbestos boiler lagging from both locomotives. One of the two, No. 16, has not been in service since the Pennsylvania shortline ended common-carrier service in 1956, but it had been shopped in 1955 and initial inspections have indicated that it’s in good condition. The other, No. 14, was used regularly during the railroad’s tourist era and was overhauled in the 1980s with help from the Strasburg Rail Road. Form 4 work on No. 16 will begin shortly, with wheel work on No. 14 to follow this summer.

Brad Esposito, the EBT’s new general manager, said, “We have taken a very methodical and detailed approach in determining which locomotives would be the first candidates for repair, and we are extremely fortunate to have a very talented and experienced group of steam experts advising and assisting us in getting our program rolling. We are still working toward the goal of having an operable locomotive in 2021, barring any unforeseen issues.”

“Many thanks to Linn Moedinger, Zach Hall, Jason Lamb, and Davidson Ward and the folks from FMW Solutions for their help in helping us get things back up and running,” he said.

Asbestos abatement took place in the roundhouse’s just-overhauled stall 8, where a new concrete floor has been poured, complete with in-floor radiant heating, and modern lighting and updated electric service have been installed. As a first step in fire protection, new metal sheathing has been added to the wall separating stall 8 from the rest of the roundhouse; fire-suppression systems for the roundhouse and the railroad’s historic machine shops are currently in the engineering phase.

Track work has included rebuilding the failing tracks into stalls 5 through 8 and also rebuilding a long stretch of the lead into the locomotive shop, which is also due to receive a new concrete floor. The stub switch leading to the turntable has also been rebuilt, and the parking lot contains stacks of ties and mounds of fresh ballast in anticipation of additional switch rebuilds in the yard. Two hopper cars have been returned to service to spread ballast, and two passenger flats have been restored to their freight configuration for hauling ties. Rehabilitation of the main line to Colgate Grove will proceed this summer.

This week Woodford Brothers, a firm from western New York that previously

helped stabilize the EBT’s Blacksmith Shop, has begun working on two portions of the main shops that have been beyond the capacity of the all-volunteer Friends of the East Broad Top. Once the project is complete, the Friends expect to begin restoring the line shafts and belts that power individual machines. The hope is not only to offer demonstrations for visitors but also to use some of the machines — particularly the wheel press and wheel lathe — for essential work.

The Friends have previously stabilized or entirely rebuilt much of the main shops complex, along with the foundry, the sand tower, and the freight house, and they are currently working on one of the EBT’s 19th-century combines, No. 14. The group was able to have one work session between the February 14 announcement and the spread of the coronavirus, and a record 66 volunteers showed up to work on track, clear areas in which Woodford Brothers will be working, scrape buildings in preparation for painting, and more. The April and May work sessions, however, were cancelled. Membership in the Friends has soared from 757 to over 1,100 since the announcement.

An open house in early June has been cancelled, in part because of the Coronavirus pandemic but also because so much work is currently going on at the railroad that welcoming visitors would be difficult. But Esposito and his crew still anticipate celebrating the 60th anniversary of the EBT’s first re-opening later in the summer.

Details will be posted to the railroad’s website and Facebook page as soon as plans can be finalized.

Members of the public interested in learning how they can help restoration efforts are encouraged to join the Friends of the East Broad Top organization. This non-profit group has been helping preserve as much of the EBT as possible until such a time as the railroad could be more fully restored. The Friends’ mission continues.



[OPERATION LIFESAVER REMINDS YOU...](#)

Any time is train time!

[RAILWAY AGE](#)

[FROM THE EDITOR](#)

WILLIAM C. VANTUONO, EDITOR-IN-CHIEF, RAILWAY AGE

[Fix What’s Broken First](#)

In 1910, the Pennsylvania Railroad inaugurated one of the most impressive, massive railway engineering projects of all time: The New York Improvements, linking New Jersey and the Borough of Queens with Manhattan.

The project consisted of two tunnels under the Hudson River, four under the East River, the Pennsylvania Station complex in the area of Manhattan known as “Hell’s Kitchen,” the Sunnyside Yards storage and maintenance facility in Queens, and numerous other elements, among them Portal Bridge, a two-track swing span in the New Jersey Meadows over the Hackensack River. Originally third-rail electrified, it was converted to AC catenary in the 1930s.

More than a century later, the infrastructure the PRR so brilliantly designed and built accommodates hundreds of thousands of daily New Jersey Transit, Long Island Rail Road and Amtrak passengers. Keeping it in a state of good repair is a monumental and expensive task shared by the three railroads that operate it - some would say almost a miracle, given its age.

For years, this critical piece of the Boston-to-Washington Northeast Corridor has needed a major overhaul, as well as expansion. The Hudson River (“North River”) Tunnels, heavily damaged by Superstorm Sandy in 2012, are within five years of failure by some accounts - meaning that they will have to be shut down before a catastrophe like a collapse occurs. They need to be overhauled - now; not after new tunnels have been built to supplement them as part of the politically charged, multi-billion-dollar Gateway Project.


By some estimates, construction of new Hudson River Tunnels - again, not to replace the original PRR tubes - will take 10 years. That’s five years longer than when the existing tunnels are expected to give up PRR President Alexander Johnston Cassatt’s ghost.

The controversy surrounding Gateway has mostly been focused on fixing what's broken first, or fixing it after new structures are in place.

USDOT Secretary Elaine Chao - in my opinion, counseled by Ron Batory, her wise, experienced Federal Railroad Administrator - supports repairing the existing structures first. Last month, at a House Appropriations Committee hearing, she said: "The Department is working closely with Amtrak to advance rehabilitation work on the existing Hudson Tunnels. Given the time, cost and complexity of building new tunnels, the Department is working with Amtrak to design and validate a faster, more cost-effective method to improve safety and functionality, as the first order of business. So, beginning rehab work in the near term is the right move, not waiting years for the construction of new tunnels beforehand."

Good choice. Makes sense. Now go do it. (Article courtesy of Bill Seigford)

*Nice to have you
with us*



**The Lancaster Chapter, Inc.,
N.R.H.S. welcomes the
following new Chapter
Members:**

Eileen Himpst
Judy Kerschner
Ron Perisho

2020 NRHS RAILCAMPS

From the NRHS website: Due to the Covid-19 pandemic, both East and West RailCamps have been canceled.

THE POSTCARD RAILROAD - ALTOONA, PA.



POSTMARKED BY THE N.Y. & WASH. R.P.O. ON OCT. 1, 1916. POSTAGE WAS 1 CENT.

LAST RUNS

The Lancaster Chapter, Inc., N.R.H.S. extends sincere sympathy to the family and friends of departed Chapter Member Harold K. Galebach of Manheim, Pa.

The Lancaster Chapter, Inc. N.R.H.S. also extends sincere sympathy to Chapter Member Donald W. Winters of Myrtle Beach, SC (formerly of Closter, NJ) on the passing of wis wife, Nancy L. Winters.



**WEEKLY RAIL TRAFFIC FOR THE WEEK
ENDING MAY 9, 2020**

WASHINGTON, D.C. – May 13, 2020 – The

Association of American Railroads (AAR) today reported U.S. rail traffic for the week ending May 9, 2020

For this week, total U.S. weekly rail traffic was 412,549 carloads and intermodal units, down 22.1 percent compared with the same week last year.

Total carloads for the week ending May 9 were 185,144 carloads, down 28.4 percent compared with the same week in 2019, while U.S. weekly intermodal volume was 227,405 containers and trailers, down 16 percent compared to 2019.

None of the 10 carload commodity groups posted an increase compared with the same week in 2019. Commodity groups that posted decreases compared with the same week in 2019 included coal, down 34,111 carloads, to 46,515; motor vehicles and parts, down 14,876 carloads, to 2,108; and metallic ores and metals, down 7,513 carloads, to 13,624.

"Last week was similar to recent weeks, in that the vast majority of rail traffic categories saw similar large year-over-year volume declines. As in the prior two weeks, autos, coal and steel saw especially big declines last week," said AAR Senior Vice President John T. Gray. "In terms of total carloads, last week was the second lowest since our data begin in 1988. Railroads have lots of experience weathering difficult times, and they'll weather this one. That said, they're hopeful that the efforts now underway to find effective ways to combat the pandemic will bear fruit and our economy can first recover and then return to growth mode."

For the first 19 weeks of 2020, U.S. railroads reported cumulative volume of 4,158,730 carloads, down 12.7 percent from the same point last year; and 4,501,113 intermodal units, down 11.2 percent from last year. Total combined U.S. traffic for the first 19 weeks of 2020 was 8,659,843 carloads and intermodal units, a decrease of 11.9 percent compared to last year.

North American rail volume for the week ending May 9, 2020, on 12 reporting U.S., Canadian and Mexican railroads totaled 266,647 carloads, down 27.2 percent compared with the same week last year, and 309,826 intermodal units, down 13.8 percent compared with last year. Total combined weekly rail traffic in North America was 576,473 carloads and intermodal units, down 20.5 percent. North American rail volume for the first 19 weeks of 2020 was 11,978,186 carloads and intermodal units, down 10.4 percent compared with 2019.

Canadian railroads reported 67,481 carloads for the week, down 21.1 percent, and 69,234 intermodal units, down 0.9 percent compared with the same week in 2019. For the first 19 weeks of 2020, Canadian railroads reported cumulative rail traffic volume of 2,669,073 carloads, containers and trailers, down 6.2 percent.

Mexican railroads reported 14,022 carloads for the week, down 36.1 percent compared with the same week last year, and 13,187 intermodal units, down 29.8 percent. Cumulative volume on Mexican railroads for the first 19 weeks of 2020 was 649,270 carloads and intermodal containers and trailers, down 6.7 percent from the same point last year.



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NATION-WIDE SERVICE

“INSIDE THE BACK PAGE”

UPCOMING LANCASTER CHAPTER ACTIVITIES

NOTE: MEETINGS ARE SUBJECT TO CANCELLATION IN ACCORDANCE WITH COMMONWEALTH OF PENNSYLVANIA COVID-19 MEETING GUIDELINES

~~JUNE 15, 2020 - MONDAY, 7:30 PM - CHRISTIANA FRT STA, CHAPTER MEMBERSHIP MEETING - CANCELLED~~

JULY 20, 2020 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION, CHAPTER MEMBERSHIP MEETING

New Railfan Excursion Dates!

12 Hour - All Day

RAILFAN EXCURSION

Depart Reading Outer Station to Pittston, Pa and Return.

Frequent stops will be made to photograph the train on this day-long adventure catering to Rail Enthusiasts!

RBMN's NEW STREAMLINED PASSENGER F-UNITS!



August 1, 2020

September 5, 2020

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

Due to extraordinary circumstances and for the safety of our passengers and employees, the Reading and Northern Railroad has rescheduled the original Railfan Excursion. An additional Railfan Excursion date is added to allow more Railfans to enjoy "The Road of Anthracite!"

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

 <p>Standard Coach Seating \$99.00 <i>per person</i></p>	TICKETS	 <p>Premium Car Seating \$110.00 <i>per person</i></p>
 <p>Open Air Car Seating \$125.00 <i>per person</i></p>		 <p>Observation Dome Car Seating \$150.00 <i>per person</i> <small>climate controlled</small></p>

BOARDING READING OUTER STATION AT 8:00 A.M. ~ DEPART 9:00 A.M.

FREE PARKING

CLEAN RESTROOMS AVAILABLE AT READING OUTER STATION, PITTSBON, AND ONBOARD.

Reading Blue Mountain & Northern Railroad
~ Tickets go on sale Friday, March 27, 2020 ~
610 • 562 • 2102 www.RBMNRR.com

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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, JUNE 15, 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**



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