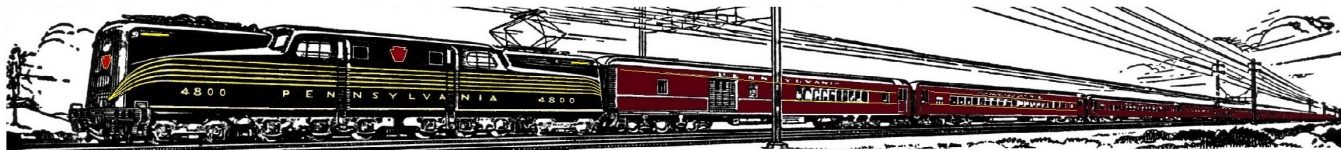


# LANCASTER DISPATCHER

1935 - 2020



LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

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OCTOBER 2020

## PHILADELPHIA'S NEW "SILVERLINERS" - THE BUDD COMPANY, 1964



### Love on the 8:15

Philadelphia commuters love the 55 new Budd-built "Silverliner" railway coaches bought by the City of Philadelphia and recently leased to Pennsylvania and Reading Railroad lines. These new stainless steel cars have helped boom travel about 40% on runs where they've replaced old cars. Passengers are delighted with "Silverliner" air conditioning, broadview windows of tinted safety glass, diffused overhead lighting, and the cushioning of air-spring suspension and foam seating.

Each car carries 125 passengers in relaxed comfort—77% more than conventional cars. Some 26 tons lighter than standard coaches, "Silverliners" accelerate with effortless speed on less power, help reduce wear and tear on tracks and running gear. The gleaming stainless steel won't rust or corrode, never needs painting. Many cities are happily discovering the advantages of Budd stainless steel railway cars. For details, write J. F. Clary, Vice President, The Budd Company, Philadelphia 15, Pa.

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OVER 50 YEARS OF SERVICE TO INDUSTRY



## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2020-2021, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 19, 2020 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the October 19 meeting, or by placing your name in nomination by writing, before October 1, 2020 to: Chairperson, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

**NOTE:** Any candidate for office, whether nominated in advance or at the Regular Chapter Membership Meeting must give his/her consent, in writing, to be a nominee.



### 85-YEAR OLD TRAIN BRIDGE IN NEWARK DELAYS RIDERS. AMTRAK WORKING ON PLAN TO FIX THE PROBLEM

NEWARK, NJ, Aug. 15, 2020, By Larry Higgs, NJ Advance Media for NJ.com - When the ancient Portal Bridge over the Hackensack River gets stuck in the open position, it delays riders on two railroads -- NJ Transit and Amtrak.

But when the enormous Dock Bridge next to Newark Penn Station has problems closing, that's a hat trick of delays for NJ Transit, Amtrak and PATH passengers. Dock Bridge is the enormous twin span lift bridge that takes six tracks across the Passaic River and was built in 1935 by the Pennsylvania Railroad.

And Amtrak, the bridge's owner, has said enough of those delays.



AMTRAK'S DOCK BRIDGE AND PENN STATION NEWARK ARE SEEN FROM GATEWAY PLAZA. AMTRAK IS APPLYING TO THE U.S. COAST GUARD FOR PERMISSION TO KEEP THE DRAWBRIDGE CLOSED PERMANENTLY TO AVOID DELAYS TO PATH, NJ TRANSIT AND AMTRAK THAT USE IT.

Amtrak has started the process with the U.S. Coast Guard for permission to permanently keep the Dock Bridge closed. Amtrak, which owns the bridge and the Northeast Corridor line it carries over the Passaic River, applied to the Coast Guard last month for the change.

“It's different than Portal. The permit application is to fix the (Dock) bridge in place, so it doesn't

have to open and close,” said Craig Schulz, an Amtrak spokesman.

The Coast Guard received a request from Amtrak to start the process on their proposal, but the required bridge permit hasn't been submitted yet, said Donna Leoce, a Coast Guard Bridge Management Specialist in New York, through a spokeswoman.

“The reason for this proposal is due to the limited number of requests to

open the bridge during the last five years,” she said. “It takes anywhere up to 6 months to make a determination on the permit.”

While Dock Bridge hasn't opened much for river traffic in the past five years, it does have to open to be tested, and over the past five years, that has caused more than 37 hours of delays to Amtrak trains alone when there is a malfunction, Schulz said.

Comments will be taken on Amtrak's application until Aug. 23.

Similar to Portal, the problems usually happen when Dock Bridge closes and either tracks don't properly line up or signals don't make contact, resulting in delays. Those delays are worse for PATH, which has the highest frequency of rail service of all three bridge users, Amtrak officials said.

Opening and closing the bridge doesn't just cause problems during the commuting rush, but also on high rail ridership days, such as when bridge problems caused 30-minute delays when many people were traveling to the Pride Day parade in New York in 2019.

The Coast Guard came to the aid of commuters in February after it approved keeping the infamous Portal Bridge from opening during rush hour. That made a temporary measure proposed by U.S. Senator Robert Menendez permanent, to prevent delays when Portal got stuck.

In addition to satisfying environmental requirements, Amtrak has to prove that permanently closing Dock bridge won't cause a vertical clearance problem for vessels using the river.

“There are fixed bridges on the Passaic River. There are some at certain points that have higher vertical and some bridges that have lower clearance. All of this is taken into consideration when making a VC determination,” said Chief Warrant Officer Mariana O'Leary, a Coast Guard spokeswoman in New York.

Amtrak has repair plans for Dock Bridge, if a \$31.8 million Federal Railroad Administration grant is approved. The rest of the \$63 million State of Good Repair project would be split by Amtrak, NJ Transit and PATH, Schulz said.

### AMTRAK CEO: \$4.9 BILLION NEEDED TO AVOID CUTS TO LONG-DISTANCE TRAINS, WORKFORCE

WASHINGTON, Sept. 9, 2020, By Bob Johnston, Trains News Wire — Amtrak President William Flynn has told members of Congress that the company needs a \$4.9 billion appropriation for fiscal 2021 to avoid employee furloughs and reduced long-distance train frequencies planned for October.

Flynn, Rail Passengers Association President and CEO Jim Mathews, and labor officials representing the Transport Workers Union and Transportation Communications Union testified Tuesday at the U.S. House Transportation and Infrastructure Committee's Rail Subcommittee hearing titled, “Amtrak's response to COVID-19.”

Amtrak declined to provide the figure needed to avoid the job and service cuts to Capitol Hill staffers until late last week, despite requests from elected officials in June.

That drew sharp criticism in the opening statement from subcommittee chairman Dan Lipinski (D-Ill.) for “just now submitting their amended FY21 supplemental request to Congress less than one month before the current fiscal year expires and Amtrak plans to implement these furloughs.”

If Senate and House conferees don't come up with the \$4.9 billion (which includes the \$2 billion Amtrak originally asked for in its annual Grant and Legislative Request in February), Flynn told Lipinski that with a “cash burn at nearly \$250 million a month right now, we would have to make very dramatic reductions across the company to stave off bankruptcy.” He added

that this would include “substantial reduction in all services and perhaps some elimination of some long-distance services if that’s the cash burn we’re having with no supplemental funding.”

In questioning from U.S. Rep. Brian Babin (R-Texas), Flynn repeated management’s previous assertions that in fiscal 2019, “we were generating a surplus on our Northeast Corridor — essentially a break-even level of operation in our state-supported network, but the operational subsidy fundamentally underpins the long-distance services. So the vast majority, if not all, of that subsidy, if we were to do it on a service line basis, would be on the long-distance service.”

Rail Passengers Association President and CEO Jim Mathews pushed back against Flynn and the assertion by Babin and four other GOP lawmakers that Amtrak is required to make a profit.

“It is not — it is only required to minimize subsidies,” Mathews said. “A conversation about (Amtrak) profit ignores the benefit that communities receive.” In his opening statement, he unveiled research that quantifies by long-distance route exactly what those benefits are.

The document lists the direct and indirect economic impact of daily service, and the negative effects when four of seven weekly departures are eliminated.

The model, developed by the Rail Passengers Association with the help of Transportation 4 America, contends that the cuts will result in a “\$2 billion bomb on ‘Flyover Country.’”

In her online testimony, Acela lead service attendant Amy Griffin says that in July, she was expected to work after being exposed to an employee with COVID-19. She testified as Local 1460 President of the Transport Workers Union of America.

Other revealing exchanges during the session:

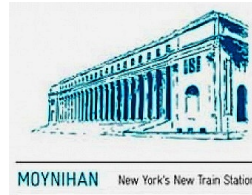
— Rep. Scott Perry (R-Pa.) raised concerns about aspects of Amtrak’s accounting methodology, such as considering taxpayer-funded state payments as revenue and not including depreciation in operating results.

— Flynn said that there were no plans to furlough any employees at the Beech Grove Heavy Maintenance Facility, and in fact Amtrak had to hire essential workers after some employees decided to take the company-wide buyout offer.

— Acela lead service attendant Amy Griffin, who testified as Local 1460 president of the Transport Workers Union of America, recounted a July incident in which she had been ordered to continue working after a co-worker tested positive for COVID-19. She eventually was told to quarantine, but then was ordered back to work after 10 instead of 14 days by Amtrak’s medical staff because she showed no symptoms

— Flynn was criticized by several lawmakers for reinstating a 401K retirement plan company match for management beginning Oct. 1 at the same time it counted on receiving bailout money and was laying off 2,000 employees. He defended the decision because it helped the company retain personnel and would not agree to reverse it, but did say Amtrak would withdraw a communications Request For Proposal that allowed outsourced bidders to shift jobs offshore.

--Near the end of session, Rep. Stephen Lynch (D-Mass.) told Flynn, “I fully support using money you make on the north end of the Northeast Corridor to provide service to some of those rural areas — the ‘red’ states. Those lines don’t necessarily benefit my district but they benefit the country. ... I hope you take very seriously the credibility that you will lose by engaging in these furloughs, and the representational damage that comes to Amtrak management. I’m asking you to reconsider that [because] it is not going to save the day.” Cutting 2000 employees, Lynch said, “is going to reduce service and spiral that bottom-line deficit. You’re going to lose the faith of members of Congress like me, who are behind you, because of this decision.”



MOYNIHAN New York's New Train Station

### **AMTRAK INSPECTOR GENERAL: PLANNING, OVERSIGHT ERRORS LED TO COST INCREASES ON MOYNIHAN PROJECT**

WASHINGTON, Aug. 20, 2020, Trains News Wire - Planning and oversight problems in the initial stages of Amtrak’s development of New York’s Moynihan Train Hall have led to \$72.8 million in cost increases and could delay completion of the station project beyond its scheduled opening at the end of 2020, according to a report from Amtrak’s Office of Inspector General. The project, to convert the James A. Farley Post Office building, adjacent to Penn Station, into a transportation center, is expected to cost \$1.6 billion. Amtrak’s initial \$106 million share has increased by 69%, according to the report, because it failed to include such elements as design costs, construction management, and information technology. In a press release, the office says the problems “are another example of a longstanding pattern of program management challenges the OIG has reported on extensively.”

### **AMTRAK SELLS ‘OCEAN VIEW’ DOME CAR**

Aug. 25, 2020, Railway Gazette International - Amtrak has sold its ‘Ocean View’ full-length dome car to private coach fleet owner Paxrail, two years after it was withdrawn from traffic because of high maintenance costs.



The vehicle is one of six Great Dome cars built by The Budd Company in 1955 for the Great Northern Railroad’s *Empire Builder* service.

In recent years, Amtrak used the car on the *Downeaster*, *Adirondack* and *Cardinal* services, before retiring it in 2018.

Chicago-based Paxrail has a fleet of more than 20 coaches available for excursions, day trips and corporate events, and intends to return ‘Ocean View’ to service next year. (Article courtesy of Bill Seigford)

### **AMTRAK TELLS EMPLOYEES IT WILL FURLOUGH 1,950 WORKERS**

*Cuts to be effective Oct. 1; 100 management positions also to be eliminated*  
Sept. 1, 2020, Trains News Wire - Amtrak will furlough approximately 1,950 of its unionized workers as part of cutbacks for fiscal 2021, according to a message sent to workers today and obtained by *Trains News Wire*. Additionally, approximately 100 managerial positions will be eliminated.

The largest portion of those, 698 employees, will come from on-board staff represented by the Amtrak Service Workers Council. Other planned cuts, by union:

- Sheet Metal, Air, Rail and Transportation, 509 employees
- Brotherhood of Locomotive Engineers and Trainmen, 390 employees
- Transportation Communications Union, 326 employees
- American Railway and Airway Supervisors Association, 27 employees.

The two locations which will take the largest hits are Los Angeles, where 236 workers — 203 of them in on-board services — will be laid off, and Chicago, where 171 employees will be furloughed. Of those, 165 are in on-board

services. Seattle will lose 129 workers, 86 in on-board services.

Amtrak announced it would cut its workforce by as much as 20% earlier this year at the same time it announced its intention to end daily service on most long-distance routes. Many of these cuts reflect the reduced staffing requirements resulting from less frequent service. Amtrak says the furloughs are subject to an increase or decrease of 2%. Those who are furloughed will have their medical benefits covered by Amtrak until they are recalled or until Sept. 30, 2021.

Those whose management positions are being cut will be notified on Sept. 16, the memo says. Those positions are in addition to those eliminated by buyouts earlier this year



#### CSX SANTA TRAIN WILL NOT RUN THIS YEAR

KINGSPORT, Tenn., Aug. 13, 2020, By Chris Anderson, Trains News Wire - — The CSX Santa Train, an Appalachian tradition for more than seven decades, will be sidelined this year because of the COVID-19 pandemic, at least in its

traditional form.

CSX and the Kingsport, Tenn., Chamber of Commerce announced Thursday that the Santa Train, held annually the Saturday before Thanksgiving in Eastern Kentucky, Southwest Virginia and East Tennessee, will not operate across CSX's former Clinchfield Kingsport Subdivision due to concerns with the escalating pandemic. The Chamber says that, rather than Santa riding the rails to deliver gifts at more than a dozen designated stops, gifts will be distributed in a drive-through process from retail stores along the route operated by regional grocery giant Food City, one of the event's primary sponsors. The new plan is being billed as a "reimagining" of the Santa Train. The decision halts a 77-year-old tradition of Santa riding the high iron to deliver gifts to Appalachian communities.

"The health and safety of our employees, volunteers, attendees and the community is always our top priority when we are planning the Santa Train. We decided it was in the best interests of all parties to rethink this year's event amid the ongoing COVID-19 pandemic," CSX Corporate Communications Vice President Bryan Tucker said in a statement. "We worked closely with our partners and are pleased to be able to provide a safe alternative to the traditional Santa Train that will bring joy and lift spirits during this challenging time."

CSX spokesperson Cindy Schild tells *Trains News Wire* that the change in format is specifically for this year amidst the ongoing pandemic. She says the decision is "not cancelling the train, it's not cancelling the tradition." Schild also says the railroad is committed to putting the Santa Train back on the tracks in 2021 if it is safe to do so.

"This is a decision that is being made for this year," Schild says. "The Santa Train has been running for 75 years and right now, there are no plans to end this long-standing tradition. With the ongoing COVID-19 pandemic, we decided to reimagine how this train is experienced to spread some holiday cheer along the route in a safe way. That was the nature of the decision for this year and we're glad we're still able to spread some cheer and hand out some gifts on the route."

The Santa Train tradition was started in 1943 by Kingsport Chamber and the Clinchfield Railroad. The train's modern-day route extends from CSX's Shelby Yard in Pikeville, Kentucky, south along the Kingsport Sub. Along the 100-plus-mile route to Kingsport, the train stops in several communities and draws massive crowds which gather in tight proximity at the rear of the train in an attempt to catch soft gifts tossed from Santa and others.

#### CSX SUPPORTS RAIL SAFETY WEEK TO PROMOTE PUBLIC SAFETY NEAR RAILROAD TRACKS

JACKSONVILLE, Fla. – Sept. 21, 2020– CSX Corp. (NASDAQ: CSX) is once again teaming up with Operation Lifesaver, Inc. (OLI) to increase public safety near railroad tracks during the fourth annual Rail Safety Week.

Rail Safety Week is a unique, collaborative, nationwide initiative that brings together freight and passenger railroads, regulators, law enforcement and non-profit organizations to educate in effort to save lives. To be mindful of COVID-19 risks, the Rail Safety Week public safety campaign will be conducted virtually this year. CSX will leverage its digital platforms and social media to educate communities across its 23 state network of the inherent dangers of unsafe behavior near railroad tracks.

"At CSX, we are committed to the safety of our employees and communities, and our participation in Rail Safety week is a demonstration of this commitment," said Sean Douris, chief of police for CSX. "Our goal is zero accidents, so just one collision involving a pedestrian or vehicle is too many. We believe education is one of the best tools to prevent these types of accidents and we are working hard to reach as many people as possible with information that encourages safe behavior near railroad tracks."

Trains kill or seriously injure more than 2,100 North Americans every year because of unsafe behavior around railroad tracks, according to Operation Lifesaver, Inc. Many of these incidents are preventable. By working together to share life-saving information with our communities, we have the opportunity to make a significant impact on rail safety in our country.

National Rail Safety Week is September 21-27 and each day will focus on a different safety theme such as crossing safety and trespass prevention. CSX is proud to be part of this public safety campaign. To help promote the lifesaving safety messages, please share Rail Safety Week materials with others on social media. ([www.csx.com/railsafetyweek](http://www.csx.com/railsafetyweek))



#### NORFOLK SOUTHERN TO IDLE HUMP YARD AT ENOLA YARD

NORFOLK, Va., Sept. 23, 2020, Trains News Wire — Norfolk Southern will idle the hump at Enola Yard outside Harrisburg, Pa., on Friday, the fifth such move the railroad has made in the past year under its shift to a Precision Scheduled Railroad operating plan.

"As of Sept. 25, 2020, Norfolk Southern will idle the hump at the Enola Yard. All cars will be sorted and attached to outbound trains through flat switching. This will shorten the amount of time a rail car waits to leave the yard for its destination, improving Norfolk Southern's service to its customers," spokesman Jeff DeGraff says.

"The change impacts a limited number of jobs at the site; the yard's diesel shop will not be affected," DeGraff says. "The Harrisburg area is one of Norfolk Southern's three largest hubs; a productive and efficient Enola Yard is key to helping the region continue to grow as the economy rebounds."

NS has reduced its reliance on major terminals as part of its shift to Precision Scheduled Railroad. By pre-blocking more traffic at origin and focusing more on block-swapping en route, NS has siphoned switching volume out of its hump yard network. The reduced volume at some classification yards means it's more efficient to convert the hump yards to flat-switching facilities.

Over the past year NS has idled the humps at Allentown, Pa.; Sheffield, Ala.; Linwood, N.C.; and Bellevue, Ohio, which had been the largest classification yard in the East.

After Enola is idled, NS will have five active humps: Elkhart, Ind.; Conway, Pa.; Chattanooga, Tenn.; Birmingham, Ala.; and Macon, Ga.

Last week NS CEO Jim Squires told an investor conference that the railroad was likely to idle additional humps.

"Over the past year we've fundamentally changed the way we run our railroad to ensure the greatest efficiency across our operations," Squires said. "Step change is hardly adequate to describe the pace at which we've reduced resources and assets. And yet we've dramatically improved the service we're providing to our customers and have created new capacity in the process."

NS rival CSX Transportation also has five active hump yards, down from a dozen before the railroad adopted PSR under then-CEO E. Hunter Harrison in 2017.

In the West, Union Pacific has idled six humps since adopting a PSR-based operating model in October 2018



### NJ TRANSIT RECEIVES \$2.3 MILLION FEDERAL SECURITY GRANT

NEWARK, NJ, Aug. 11, 2020, NJ Transit Press Release (Edited) – The U.S. Department of Homeland Security has awarded NJ TRANSIT more than two million dollars in grant money to purchase and install new security cameras and related equipment at dozens of locations in South Jersey.

“We’re pleased that the Department of Homeland Security has selected NJ TRANSIT for this competitive grant,” said NJ TRANSIT President & CEO Kevin Corbett. “This equipment will be pivotal in protecting our customers and our vital transportation infrastructure.”

NJ TRANSIT has been awarded \$2,339,700 from the Transit Security Grant Program, which is awarding up to \$88 million for projects nationwide. NJ TRANSIT will use the funds to purchase more than 500 single- and multi-sensor cameras as well as specialized video-recording equipment.

The new cameras will replace analog cameras and other equipment that has come to the end of its working life. The cameras are equipped with tracking and intrusion-detection software and with other detection features.

The integrated CCTV equipment will be installed at several NJ TRANSIT locations in South Jersey, including 21 locations along the River LINE Light Rail system. Cameras will also be installed at the Hamilton, Princeton Junction, Absecon, Hammonton, Cherry Hill and Long Branch rail stations. More equipment will be installed at bus garages in Hamilton, Newton and Washington, as well as at five communications towers. New cameras are also coming to the Bay Head Yard, Brielle and Shark River bridges.

The cameras and other improvements are intended to strengthen security along the Atlantic City and Northeast Corridor rail lines and other transportation infrastructure serving Philadelphia. The upgrades are also focused on protecting infrastructure and passengers in Camden and Trenton.



### SEPTA THREATENS TO CUT REGIONAL RAIL LINES, PULL BACK SUBWAY AND TROLLEYS IN NEXT DECADE IF HARRISBURG DOESN'T BOOST FUNDS

PHILADELPHIA, Aug. 19, 2020, By Patricia Madej, The Philadelphia Inquirer (Edited) - SEPTA is warning that over the next decade, it will be forced to slash Regional Rail lines, eliminate dozens of stations, pull back subway service, and convert trolley routes into bus routes unless Pennsylvania officials find a way to resolve its budget crisis.

SEPTA General Manager Leslie S. Richards painted a doomsday-like portrait in testimony before the Pennsylvania House Transportation Committee on Wednesday morning, discussing the “devastating” financial impacts of COVID-19 as well as challenges that existed long before the pandemic.

A “service reduction plan” over the next 10 years would turn city trolley routes, as well as the Sharon Hill Line, into bus lines; eliminate the Chestnut Hill East, Chestnut Hill West, Cynwyd, and Fox Chase Regional Rail Lines; cut more than 100 stations on the nine remaining Regional Rail lines; suspend service on the Broad-Ridge Spur; reduce frequency on the Broad Street and Market-Frankford Lines; and limit service on the Norristown High Speed Line.

Since the passage of Act 89 in 2013, the Pennsylvania Turnpike Commission has been required to send \$450 million annually to PennDot to help support public transit. Of that, SEPTA sees about \$178 million in quarterly \$44.5 million payments.

The turnpike’s obligation, however, drops to \$50 million in 2022, with the remaining responsibility falling on the state’s General Fund. The issue grew more complicated by the pandemic, as low traffic sent turnpike revenues

plunging.

The turnpike delayed payment to PennDot in July, and future payments are uncertain. PennDot can commit to giving SEPTA \$97 million in capital funds from the turnpike and other sources from a budgeted \$349 million this fiscal year, according to Richards’ written testimony shared with The Inquirer. SEPTA’s fiscal year began July 1.

“We have identified \$250 million in capital projects — this includes bridges, station accessibility, electric bus procurements — that will need to be stopped or delayed,” Richards testified. “This will impact jobs and economic activity, and both of these are greatly needed in this area.”

In June, SEPTA approved a \$1.53 billion operating budget for the fiscal year, with \$481 million from passenger revenue and \$780 million from state subsidies.

The authority racked up \$124 million in revenue losses from March through June as ridership dropped by 92% on buses, subways, and trolleys and 98% on Regional Rail.

But the commutes that riders relied on just months ago may not come back. SEPTA, now losing about \$1 million daily, expects fare revenue to stay low for the next couple of years.

SEPTA received \$644 million in CARES Act funding to stem pandemic operating losses. The authority “will have expended or committed 20%” of the funds in less than three months, according to the testimony.

Last month, Richards joined transit leaders to call for additional billions in federal relief.

“Along with cutting routes, along with shrinking fleets, along with closing stations,” Richards said, “reducing staff levels will be an option we’ll be looking at.”

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN OCTOBER

**Oct. 8, 1908** - Broadway Station opens in Camden, using an existing three-story house and new platforms.

**Oct. 21, 1913** - Electric service inaugurated on LIRR between Flushing (Whitestone Jct.) and Port Washington, New York.

**Oct. 15, 1918** - Coatesville Branch opens between Pomeroy and Midvale Steel and Ordnance Company plant at Coatesville, Pa.

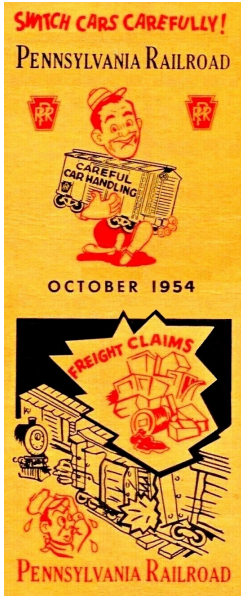
**Oct. 25, 1923** - First Class M1 4-8-2 completed at Juniata Shops; designed by William F. Kiesel; dual-service but used primarily in freight service on Middle and Pittsburgh Divisions.

**Oct. 16, 1928** - PRR begins two weeks of demonstrations of its container system at Philadelphia; service to be extended to New York-Philadelphia in both directions. PRR begins container car service between Philadelphia and New York on Oct. 30, 1928.

**Oct. 16, 1933** - PRSL Board authorizes retiring the old electric line tracks between 2<sup>nd</sup> Street and the Delaware River and shifting tracks and installing third rail as part of the revision of tracks at the Camden Terminal station at Federal Street.

**Oct. 9, 1938** - PRR begins road tests between Valparaiso and Fort Wayne sponsored by AAR Mechanical Section to develop a high-speed reciprocating steam engine capable of hauling 16-car (1,000-ton) passenger trains at 100 MPH on level track; test tracking and wear of two K4s, C&NW Class E4 4-6-4, and Union Pacific 4-8-4; tests show need more powerful locomotive than those in current use on PRR.

**Oct. 27, 1943** - PRR Board authorizes additional main tracks from Havre de Grace to Bush River, Maryland.



**Oct. 20, 1948** - NJ PUC orders PRSL to retire all wooden MU cars by Dec. 31 and air condition 60 P70 coaches.

**Oct. 4, 1953** - Last run of Sunday-only passenger service between Reading and Norristown, Pa., with about 700 railfans; E6 No. 1600 and two P70s.

**Oct. 25, 1958** - Last run of PRSL passenger train service between 10th Street, Ocean City, and Ocean City Gardens; track abandoned beyond 9th Street (1.09 miles), and stations at 4th Street and Gardens discontinued.

**Oct. 30, 1963** - New York Times runs an editorial, "Farewell to Penn Station," calling the demolition "a monumental act of vandalism;" final paragraph: "A city gets what it admires, will pay for, and, ultimately, deserves. Even when we had Penn Station, we couldn't afford to keep it clean. We want and deserve a tin-can architecture in a tin-horn culture. And we will probably be judged not by the monuments we build but by those we have destroyed."

**Oct. 29, 1967** - Speed limit of GG1s in Northeast Corridor increased to 100 MPH; running time of *The Afternoon Congressional* reduced from 3 hours:35 minutes to 3:20; fastest time with conventional equipment; GG1's No. 4483-4938 are equipped with 100 MPH gears and Nos. 4864-4882 with 90 MPH gears.

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### NOTICE

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

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



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STRASBURG, PA 17579  
[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)  
717-687-8628**

**Sunday, Oct. 4, 2020** - Garden Railways Tour  
**Saturday, Oct. 17, 2020** - Trains & Treats  
**Saturday, Nov. 7, 2020** - 1940s Swing Dance  
**Saturday & Sunday, Nov. 7-8, 2020** - Trains & Troops  
**Saturday, Nov. 14, 2020** - Railroading Merit Badge Workshop  
**Saturday, Dec. 5, 12, 2020** - Home For The Holidays  
**Saturday, Dec. 5, 12, 2020** - Christmas With The Conductor Parties



**STRASBURG RAIL ROAD  
301 GAP ROAD, RONKS, PA 17572  
[WWW.STRASBURGRAILROAD.COM](http://WWW.STRASBURGRAILROAD.COM)  
1-866-725-9666**

**Various through Saturday Nov. 14, 2020** - Wine & Cheese Train  
**Monday & Tuesday, Oct. 12-13, 2020** - Ride with Thomas

**Thursday, Oct. 15, 2020** - Ride with Mavis  
**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  
**Various Nov. 21 - Dec. 24, 2020** - Santa's Paradise Express  
**Friday & Saturday, Nov. 27-28, Dec. 4-5, 2020** - Christmas Tree Train  
**Various Dec. 4 - Dec. 23, 2020** - Santa's Christmas Trolley  
**Dec. 4, 11, 12, 18, 19, 20, 21, 22, 23, 2020** - The Night Before Christmas Train  
**Saturday, Feb. 13, 2021** - The Long John Limited  
**Friday-Sunday, April 2-4, 2021** - Easter Bunny Train



**WANAMAHER, KEMPTON & SOUTHERN  
42 COMMUNITY CENTER DRIVE  
KEMPTON, PA 19529  
[WWW.KEMPTONTRAIN.COM](http://WWW.KEMPTONTRAIN.COM)  
610-756-6469**

**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  
**Friday, Dec. 4, 2020** - Story Time with Mrs. Claus  
**Saturday-Sunday, Dec. 5-6, 2020** - Santa Claus Express



**WILMINGTON & WESTERN RAILROAD  
2201 NEWPORT GAP PIKE - Rt. 41 N  
WILMINGTON, DE 19808  
[WWW.WWRR.COM](http://WWW.WWRR.COM)  
302-998-1930**

**Sunday, Oct. 4, 2020** - Mt. Cuba Meteor  
**Friday, Oct. 9, 16, 23, 2020** - Hayride Express  
**Various, Oct. 10 - Nov. 8, 2020** - Autumn Leaf Special  
**Thursday, Oct. 29 & Saturday, Oct. 31, 2020** - Terror in the Train Yard  
**Saturday, Oct. 31, 2020** - Halloween Express  
**Saturday, Nov. 7, 2020** - Salute to Veterans  
**Saturday, Nov. 14, 2020** - Mt. Cuba Meteor  
**Sunday, Nov. 15, 2020** - Ice Princess Express  
**Various, Nov. 27-Dec. 23, 2020** - Santa Claus Express  
**Friday, Dec. 4 - Friday, Dec. 18, 2020** - Holiday Lights Express  
**Sat., Dec. 19 thru Wed., Dec. 23, 2020** - 'Twas the Night Before Christmas  
**Saturday, Dec. 26 - Wednesday, Dec. 30, 2020** - Holiday Lights Express  
**Sunday, Dec. 27, 2020** - Holiday Spirits Train



### SEPTEMBER, 2020 CHAPTER MEETING MINUTES

The "RIDE THE RAILS" Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Strasburg Rail Road (in the Open Car) Strasburg, Pa. on Sunday, September 20, 2020. The meeting was called to order at 2:45 p.m. by President Tom Shenk with 19 member's present and 8 guests.

**MINUTES:** President Tom Shenk asked for a motion to approve the August chapter Membership Meeting Minutes. Steve Himpel approved the motion and Dennis Allen seconded the motion. The August membership minutes were

approved as printed in the *Lancaster Dispatcher*.

**TREASURER'S REPORT:** Richard Rutledge gave the Treasurer's Report for the month of August. Richard is preparing the Chapter budget to be presented to the Chapter Membership at the October meeting for approval by the Chapter membership.

**CHAPLAIN:** Editor Ed Mayover was recently in the hospital for critically low calcium and magnesium levels.

**MEMBERSHIP:** President Tom Shenk announced the Chapter membership dues will not be mailed out this year. The dues renewals will be printed in your newsletter.

**DONATIONS:** Steve Himpl announced Chapter members Nelson and Jay Strubel donated to the chapter the following items: 11 Railroad Rule Books, 20 Timetables. Donated from the estate of Clyde K. Feister by Bunnie Feister were: 16 Railroad Magazines, 30 Railroad Books, 123 Railroad DVD's. Donated by Carol A. Marion were: 20 Carousel Slide Trays.

**CHRISTIANA FREIGHT STATION:** Tom Shenk announced Doug Henry has been doing painting at the Christiana Freight Station.

**ANNOUNCEMENTS:** Glenn Kendig was on Channel 8 News being interviewed about the dedication of the plaque of the original Main Line right-of-way of the Philadelphia and Columbia Railroad Bridge at the Stone Arch over Pine Creek. There also was an article in the Lancaster Newspaper.

**UPCOMING DATES:** Tom Shenk reported there will **NOT be the Annual Chapter Picnic this year, which is usually held in September**. The Monday, October 19 Chapter Membership Meeting will be held at the Christiana Freight Station. This meeting will be the Election of the Chapter Officers for the 2020-2021 year. Tom announced the Chapter will still have the Annual Chapter Banquet. The Banquet will be on Friday, November 20, 2020 at Enck's Banquet and Conference Center at Kreider Farms, 1461 Lancaster Road (Route 72) Manheim Pa. Tom will be selling tickets to the Banquet at the October Chapter meeting. **There will be NO OPEN HOUSE at the Christiana Freight Station in December**. The Chapter will still hold the Annual Christmas Chapter Meeting and party on Monday, December 21. Chapter members can bring cookies, desserts, etc. for the Christmas meeting. **There will be NO January 18, 2021 Chapter Membership Meeting. There will be NO February 15, 2021 Chapter Membership Meeting**. Sunday, March 21, 2021 will be the Chapter's first meeting of the New Year.

**ADJOURNMENT:** The Chapter had a brief Membership Meeting aboard the train and was adjourned at 3:00 p.m.

*Respectfully submitted by Donetta M. Eberly, Secretary*



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



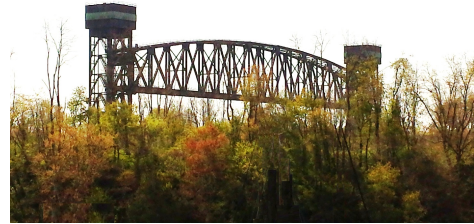
### **FRA ISSUES RULE ON TRACK INSPECTIONS**

WASHINGTON, Aug. 28, 2020, Trains News Wire - The Federal Railroad Administration has issued a final rule allowing railroads to use ultrasonic and global positioning system technology to conduct continuous rail testing. The rule will take effect 30 days after publication in the Federal Register. The new rule allows rail testing vehicles to conduct tests without stopping to verify potential flaws, instead permitting test data to be analyzed at a central location with subsequent verification of potential flaws. In a press release, the FRA says the current rule limits testing to about 20 miles of track per day, and often leads to delays for freight and passenger trains. The new rule should allow testing of 80 to 120 miles per day. The rule also includes longstanding waivers regarding track frogs, and removes an exception to track-inspection requirements that had previously been granted to high-density commuter lines. All freight and passenger lines are now subject to the same inspection requirements.



### **DELMARVA CENTRAL RAILROAD TO UPGRADE TRACK THAT IS ALMOST 100 YEARS OLD**

Aug. 31, 2020, By Bill Wilson, Editor-in-Chief, Railway Track & Structures - Delmarva Central Railroad, Oakmont, Pa., is getting ready to receive a U.S. DOT grant to help out a track that is nearly 100 years old.



**DELMARVA CENTRAL'S EX-NORFOLK SOUTHERN, CONRAIL, PENN CENTRAL, PENNSYLVANIA RAILROAD "CANAL" BRIDGE ACROSS THE CHESAPEAKE & DELAWARE CANAL IN SUMMIT BRIDGE, DELAWARE - PHOTO BY ED MAYOVER**

The railroad is set to receive \$18.8 million in federal funding from the Consolidated Rail Infrastructure and Safety Improvement Program (CRISI). The money will be used to upgrade three rail bridges that cross the Nanticoke River, the Pocomoke River and the C&D (Chesapeake & Delaware - Ed.) Canal. Delmarva

Central Railroad will be spending \$29.4 million.

Rail crossings and the main line also will be upgraded. The railroad uses 188 miles of track used to transport agricultural products and other goods.



### **AN 80-YEAR-OLD ALCO COMES HOME**

SCRANTON, Pa., Aug. 31, 2020, By Scott A. Hartley, Trains News Wire (Edited) — Genesee Valley Transportation, operator of four freight railroads with 318 total route-miles in Pennsylvania and New York, has added an old, rare Alco switcher to its fleet. The 80-year old HH660, built as Delaware, Lackawanna & Western No. 409, "came home" to Scranton, Pa., on August 12.

Genesee Valley's railroads are well known for their fleet of Alco and Montreal Locomotive Works diesels. The company's Delaware-Lackawanna Railroad hauls heavy trains over the former Lackawanna Pocono Mountain main line east of Scranton, and DL's shop forces have extensive experience maintaining the company's Alco stable, ranging from a 1,000-hp S6 switcher to 3,600-hp, six-motor giants. The little 409 will be treated well among its younger and larger cousins.

Why would a busy regional rail system invest the dollars and the energy to acquire this museum piece? Michael Thomas, Genesee Valley Transportation vice president Business Division/acquisitions, responds: "The locomotive is highly relevant and germane to the Scranton area, the principal location of the Delaware-Lackawanna railroad. Given its historical significance and the ties which bind the community to railroading in general, we felt it was appropriate to purchase the diesel and bring it home. While the locomotive was in no imminent danger of being scrapped, we felt having it in our sphere of influence would guarantee preservation. In addition, we have the resources in Scranton to repair and maintain the locomotive for future generations to enjoy."



**FORMER LACKAWANNA ALCO H660 No. 409 ARRIVES AT DELAWARE-LACKAWANNA RAILROAD'S FACILITY IN SCRANTON, PA., ON AUGUST 12 - PHOTO: DAVID CROSSBY**

David Monte Verde, Genesee Valley Transportation CEO, says, "I carry this mental inventory of remaining Lackawanna locomotives and equipment." He relates attending a meeting in March 2019 and running into John K. Howell, who he knew to be the president of NIWX, owner of the HH660. At

that time, the 409 was in use at Burns Harbor, Ind. "We began the discussions then and there to bring the 409 back to home rails," Monte Verde says. "John told me the old gal was getting tired and needed some love, and we both agreed that this could be accomplished by the Alco- and Lackawanna-loving GVT."

Alco built just 176 "High-Hood" diesel-electric switchers prior to introducing its more-familiar "S" line, which featured a lower hood over the engine compartment. The "HH" series, built between 1932 and 1940, came in four models, of 600, 660, 900, and 1,000 hp, with several body changes over the years. Alco built a total of 43 of the 660-hp model prior to the rollout of its S1 successor. The High-Hoods were gone from the rosters of large railroads by the early 1970s, but many continued to work for industries and for locomotive leasing companies for a few more years.

Today, the few remaining units are preserved in museums. Lackawanna No. 409 was one of just three HH660s purchased by the road (following eight earlier HH600s). It became an Erie Lackawanna unit when DL&W and Erie merged in 1960. At age 23, the 409 was retired and sold. It became part of a small group of HH660s acquired by Iowa locomotive rebuilding and leasing company RELCO, now part of Wabtec. Numbered RE603, the aging High-Hood worked for various industries in the Midwest before being sold again and going to work for its new owner in Indiana. Stalwart diesel fans followed the former No. 409. In a story in the November 2015 Trains — the magazine's 75th anniversary issue — author and photographer Scott R. Snell commented on the locomotive's 75's birthday. He suggested Scranton would be a good place for the locomotive to retire.

In Indiana, the unit was operating on a limited basis, according to Monte Verde. "She does run but is in need of a good cleaning, a new governor, wiring upgrades, and truck and traction motor improvements."

He says that No. 409 will be methodically restored and painted in Lackawanna freight black with dulux gold lettering by Delaware-Lackawanna Railroad forces in the company's new Van Storch Shop in Scranton. The locomotive will predominantly be the shop switcher, and may on occasion serve local customers on DL's Laurel Line out of Scranton, where it also worked in the 1940s.

The HH660 will join with another historic Lackawanna diesel in Genesee Valley's collection — Electro-Motive Corporation SC No. 426, built in 1935 — and will be used for special occasions and celebrations of railroad heritage. GVT's working roster includes other "heritage" units. Most of the Alco/MLW fleet carries the company's "Corporate White" scheme. But active units also can be seen wearing the colors of Erie Lackawanna, Delaware & Hudson, Jersey Central, and Lehigh Valley — their original owners.

"After doing this for 30 years, I have a pretty good handle on what equipment is out operating and what we would consider relevant," Thomas says. "The internet has also made finding these gems a lot easier."

from Anchorage to Seattle.

To this point, all funds raised by Corry RAILS have been private donations, including four- and five-figure gifts from service, labor, and fraternal organizations. Ultimately, the group would like to restore the engine to operation.



#### **CABOOSE DONATED TO CONRAIL HISTORICAL SOCIETY**

LITTLE FERRY, N.J., Sept. 4, 2020, Trains News Wire — The Conrail Historical Society has added to its collection with the donation by CSX of

caboose No. 22130, which continued to wear its Conrail blue paint until its retirement earlier this year.

The extended-vision cupola caboose was built in August 1970 by International Car Co. for the Reading Co., and transferred to Conrail in 1976, becoming one of just 10 class N-20 cabooses among the more than 2,500 waycars on the railroad's roster. It went to CSX in the 1999 division of Conrail between CSX and Norfolk Southern. The historical society began talking with CSX about the caboose in 2018, and the next year, CSX pledged to donate it once it was retired. In addition to the caboose, CSX donated some repairs and transportation from Tennessee, where it was last used.



**THE #22130 ARRIVED ON THE NEW YORK, SUSQUEHANNA & WESTERN RAILWAY IN LITTLE FERRY, NJ ON AUGUST 20, 2020 - MICHAEL TIERNEY PHOTO**

The caboose, currently stored on the New York, Susquehanna & Western, will eventually be moved to the Delaware, Lackawanna & Stourbridge Railroad in Honesdale, Pa., where it will be restored to its full Conrail livery and operate on the railroad's excursion trains. It is expected to be available for rides by 2022.

#### **ENVIRONMENTAL GROUPS MOUNT OPPOSITION TO PORT SET TO RECEIVE LNG TRAINS**

PHILADELPHIA, Sept. 21, 2020, Trains News Wire - A proposed port near Philadelphia that would be the likely destination for liquefied natural gas movement by train is drawing increasing fire from environmentalists concerned about the potential danger of LNG by rail, as well as the larger environmental issue of fracking to create the fuel. *The Philadelphia Inquirer* reports more than a dozen environmental groups have joined to oppose a dredging plan necessary for construction of the Gibbstown Logistics Center in Gloucester County, N.J., across the Delaware River from Philadelphia International Airport. The Delaware Basin River Commission approved the port project last year, but must still approve the dredging. The private port would be the recipient of trains originating in Wyalusing, Pa. The U.S. Department of Transportation's Pipeline and Hazardous Material Safety Administration has previously approved the permit for those trains, so the plans would not be affected by lawsuits over DOT rules on LNG transport approved earlier this year.

#### **PURPLE LINE TRANSIT CONSTRUCTORS**

#### **PURPLE LINE CONSTRUCTION STOPS AS BUILDERS PREPARE TO QUIT**

RIVERDALE PARK, MD, Sept. 22, 2020, By Katherine Shaver, *The Washington Post* -

The companies building the Purple Line have stopped construction as they proceed with plans to quit the light-rail project amid disputes with the state about cost overruns, Maryland officials said Tuesday.

The remaining workers are securing 16 miles of construction sites — partly built bridges, a tunnel and miles of ripped up roads — through Montgomery and Prince George's counties, state transit officials told the Prince George's County Council.

State officials did not say when the companies are expected to walk off the job, except that the packing-up process will continue into next week.

Carla Julian, spokeswoman for the construction contractor, Purple Line Transit Constructors, said the joint venture plans to release a departure schedule in the next couple of weeks.

Maryland transit officials said they are still trying to reach a settlement with Purple Line Transit Partners, the concessionaire managing the broader project, over what PLTP says are about \$800 million in delay-related cost overruns.

However, the fact that PLTP's construction contractor is packing up — a complex and massive process — signals that the chances of saving the project's \$5.6 billion, 36-year public-private partnership have grown increasingly bleak. State officials have said PLTP's departure would add one to two years of delays to a project the concessionaire says is already more than 2½ years behind schedule.

Matthew Pollack, the state's Purple Line project director, said the construction contractor probably will continue buttoning up construction sites "into next week."

After they pack up, "they will, in essence, hand over the keys to their storage yards and all their protected fenced-in areas, and the project would then come under the state's management," Pollack said.



The state would then approach subcontractors to try to keep as much work moving as possible while the Maryland Transit Administration works out a longer-term plan for completing construction, he said.

Following the briefing, a spokeswoman for the Maryland Department of Transportation said the transition could be completed "as early as next week."

Pollack did not say when construction stopped, though steel girders for a rail bridge were installed over Connecticut Avenue in north Chevy Chase last week.

MTA Administrator Kevin Quinn said the state will prioritize continuing construction in areas where businesses and residents are most affected.

"I give you my commitment and the state's commitment that we will deliver this project," Quinn said.

He later added, "We're going to do our best to keep construction going."

Quinn spent about a minute saying that the state "remains open to a fair and reasonable settlement" that would keep PLTP on the job. He and Pollack then spent most of the next hour discussing how the state plans to take over after PLTP leaves.

Jaclyn Hartman, chief financial officer for the Maryland Department of Transportation, said the state would use money from its Transportation Trust Fund to keep some Purple Line construction going if PLTP leaves, until the state could issue bonds. That could mean additional cuts to funding for highways, airports, the port of Baltimore or state transit systems, she said. State officials previously had said only that money would be diverted from state transit systems, such as MARC commuter rail and Baltimore-area buses.

**THIS MONTH'S BANNER PHOTO**

A Budd Company advertisement circa 1966-67 for the Pennsylvania Railroad's new Metroliners.



THE FUTURE OF AMTRAK? NOT YET! IT'S AN AD ON A BOSTON MBTA GREEN LINE LRV AT HUNTINGTON AVENUE ON MAY 19, 2000 BY BILL HAKKARINEN

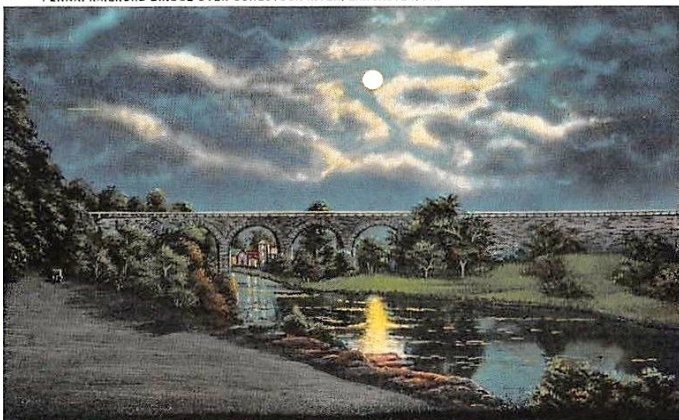


**OPERATION LIFESAVER**  
Rail Safety Education

**OPERATION LIFESAVER REMINDS YOU...**

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

PENNA. RAILROAD BRIDGE OVER CONESTOGA RIVER, LANCASTER, PA.



**HAPPY HALLOWEEN!**

**BEWARE OF GHOSTS AND GOBLINS ALONG THE TRACKS AND IN THE STATIONS.**



**RAIL SAFETY WEEK**

**OPERATION LIFESAVER KICKS OFF RAIL SAFETY WEEK**

WASHINGTON, DC, Sept. 21, 2020, Progressive Railroading (Edited) - In the United States, each day through Sept. 27 will emphasize a different theme. Due to the COVID-19 pandemic, this year Rail Safety Week will emphasize virtual activities and social media to share

lifesaving messages, OLI officials said in a press release.

About 2,100 North Americans are injured or killed each year in preventable rail accidents. In the United States, federal statistics show that about every three hours a person or vehicle is hit by a train, OLI officials said.

"Rail Safety Week raises awareness of the need for caution near railroad crossings and train tracks," said OLI Executive Director Rachel Maleh.

Themes to be highlighted in the United States during the week are as follows:

- Today Rail Safety Week proclamations will be made in states and local communities;
- Tuesday, Sept. 22, will focus on law enforcement and first responder partnerships in observance of Operation Clear Track, which emphasizes crossing safety and anti-trespass laws;
- Wednesday, Sept. 23, will highlight crossing safety, which will include outreach to professional drivers on safe crossing techniques;
- Thursday, Sept. 24, will showcase who to stay safe as a commuter-rail or transit rider;
- Friday, Sept. 25, will focus on wearing red for "Red Out for Rail Safety" to show support for safety near tracks and trains;
- Saturday, Sept. 26, will highlight trespass prevention, educating pedestrians about the dangers of being on or near railroad tracks; and
- Sunday, Sept. 27, will be promote the "No Photos on Tracks" message for professional and amateur photographers, which underscores the risks of illegally taking photos, videos or film on tracks.

The 1954 Pennsylvania Railroad Desk Calendar on Page 10 may also be used for 2021.

**“INSIDE THE BACK PAGE”**

**UPCOMING LANCASTER CHAPTER ACTIVITIES**

**OCTOBER 19, 2020 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING**  
Election of Chapter Officers for 2020-2021.

**NOVEMBER 20, 2020 - FRIDAY, 6:00 PM - ANNUAL CHAPTER BANQUET**  
**ENCK’S BANQUET & CONFERENCE CENTER AT KREIDER FARMS, 1461 LANCASTER ROAD (RT. 72), MANHEIM, PA 17545.**  
Order form for Banquet tickets in this issue of The Lancaster Dispatcher.

**DECEMBER 21, 2020 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS PARTY**  
Please bring cookies, desserts, etc. for the Christmas meeting.

**MARCH 14, 2021 - SUNDAY, 2:00 AM - DAYLIGHT SAVING TIME BEGINS. TURN CLOCKS AHEAD ONE HOUR**

**MARCH 21, 2021 - SUNDAY, 2:00 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING**

≡ **1954** ≡

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**PENNSYLVANIA RAILROAD**



LANCASTER CHAPTER, INC., N.R.H.S. ANNUAL BANQUET FRIDAY EVENING, NOVEMBER 20, 2020

Enck's Banquet & Conference Center



ENCK'S BANQUET & CONFERENCE CENTER AT KREIDER FARMS 1461 LANCASTER ROAD (ROUTE 72) MANHEIM, PA 17545

JOIN US AT ENCK'S BANQUET & CONFERENCE CENTER AT KREIDER FARMS FOR A WONDERFUL EVENT WITH GREAT FOOD AND THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS. THIS YEAR, EVERYONE WILL RECEIVE A GIFT. MAKE THIS YOUR FIRST EVENT OF THE HOLIDAY SEASON!

6:00 PM - DOORS OPEN 6:30 PM - DINNER SERVED PROGRAM

PROGRAM

SERVICE AWARDS AFTER THE MEAL

THE ANNUAL BANQUET COST FOR 2020 IS \$25.00 PER PERSON

TICKETS WILL BE AVAILABLE AT THE OCTOBER 19TH CHAPTER MEMBERSHIP MEETING OR, YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 6, 2020



NAME ADDRESS CITY STATE ZIP NO. OF SEATS @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

MAIL TO: LANCASTER CHAPTER, N.R.H.S. C/O THOMAS SHENK 11 MARQUIS COURT LITITZ, PA 17543

INFORMATION: TOM SHENK OFFICE DIRECT - 717-945-5025 CELL - 717-314-4448

**LANCASTER CHAPTER BOARD of DIRECTORS**

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

**CHAPTER MEMBERSHIP MEETING**

**LANCASTER CHAPTER, INC., N.R.H.S.**  
**CHRISTIANA FREIGHT STATION**  
**10 RAILROAD AVENUE, CHRISTIANA, PA. 17509**  
**MONDAY, OCTOBER 19, 2020**  
**STARTING AT 7:30 PM**  
**Election of 2020-2021 Chapter Officers**

**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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**PLEASE DELIVER PROMPTLY**  
**FIRST CLASS MAIL**

FIRST CLASS MAIL

*Forwarding and Address Correction Requested*  
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**10 RAILROAD AVENUE**  
**CHRISTIANA, PA 17509-1416**