

LANCASTER CHAPTER, INC., NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 51 NUMBER 11

DISTRICT 2 - CHAPTER WEBSITE: [WWW.NRHS1.ORG](http://WWW.NRHS1.ORG)

NOVEMBER 2020

**AMTRAK PRESENTS**  
*Thanksgiving Dinner*

*appetizers*

Chilled Apple Cider or Chilled Cranberry Sauce

HOLIDAY RELISH TRAY

Radish Rosettes                      Stuffed Olives  
Red Pepper Relish                      Celery Hearts  
Spiced Apple Rings

HOLIDAY MIXED GREEN SALAD

*entrees*

NATIVE TOM TURKEY — Apple-Pecan Stuffing,  
Giblet Gravy, Orange-Cranberry Relish

or

BAKED SUGAR CURED HAM — Raisin Sauce,  
Candied Yams

—◆—  
A Selection of Potatoes and Garden Vegetables

—◆—  
Fresh Dinner Rolls with Butter

—◆—  
Pumpkin Pie Chantilly

—◆—  
Hot Beverage

Reduced portion                      \$4.75  
to children under twelve  
\$2.25

1971 AMTRAK THANKSGIVING MENU

**HAPPY THANKSGIVING FROM THE LANCASTER CHAPTER, INC., N.R.H.S.**



## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### JOE BIDEN'S AMTRAK CONNECTION

WASHINGTON, Sept. 25, 2020, By Bob Johnston, Trains News Wire — “Hold that train — he’s coming through the concourse!”

Delaying the 5 p.m. Metroliner or Acela Express by a minute or two didn’t happen often during Joseph R. Biden Jr.’s 36-year tenure as a U.S. Senator from Delaware, but personnel manning the gates at Washington Union Station learned to always be on the lookout for a swiftly moving figure bounding their way “just in case.”

So it was no surprise that the Vice President-elect tapped a longtime traveling companion, Amtrak Conductor Gregg Weaver, to formally introduce “Amtrak Joe” to the throng of well-wishers assembled at the public send-off rally for the inaugural special of Biden and President-elect Barack Obama at Wilmington, Del., in January 2009.

Many voters poised for a decision in the upcoming Presidential election know Biden began a 90-minute daily commute in early 1973 to be home every night for his two young sons, Hunter and Beau, after they were injured in an automobile accident that killed his wife and daughter just before Christmas.

Though many observers, and even his own staffers, didn’t think Biden could possibly survive the grind for one Senate term — let alone six — he used the daily round-trips as productive work time, listening to concerns expressed in both overheard conversations and direct contact with constituents who approached him, and getting to know the operating and on-board service personnel that ran the trains.

“He knew enough about the railroad to tell an NBC-TV journalist who was about to ride the cab of his Metroliner’s AEM-7 to New York, to, ‘watch out for that sharp curve at Elizabeth, N.J. If they were able to straighten that out, we wouldn’t have to slow down so much,’” recalls now-retired Amtrak media spokesman Cliff Black.

At a time before safety rules would prohibit ad hoc visits to locomotives, former Amtrak engineer Doug Riddell tells Trains News Wire, engineers Rich del Bono and Mike Warren separately invited Biden to ride with them — and in one case the U.S. Senator was clearly excited to sit in the operator’s seat with his hand on the throttle.

Riddell, a noted author who became Amtrak’s company photographer after leaving the operating ranks, was able to observe firsthand the camaraderie Biden had established not only with employees but people he encountered every day.

In Wilmington for several days in 2011 to document the dedication of the newly renovated Joseph R. Biden Jr. Transportation Center, Riddell remembers then-Vice President Biden rushing in a side door — as was his custom—with a Secret Service detail closely following, only to stop and visit with an elderly woman sitting on a station bench.

“The 7:37 a.m. Acela for Washington was due any minute and would soon be rumbling overhead, but he still took the time to talk with her,” says Riddell. Biden earned his “Amtrak Joe” moniker because he has been one of the company’s few elected-official champions to vocally express support for its transportation mission.

Black is certain the railroad knowledge he absorbed from rank-and-file employees helped guarantee that Amtrak would obtain dedicated funds for locomotive and rolling stock rehabilitation in President Obama’s 2009 economic stimulus package.

“That money provided jobs for the blue-collar people he knows,” says Black,

adding, “his support helped reinforce Amtrak’s Delaware commitment to the Consolidated National Operations Center, the Wilmington shops, and the Bear Heavy Maintenance Facility.” Both as Senator and Vice President, Biden tirelessly pushed for sufficient Amtrak funding when virtually all heads of the Executive, regardless of party, ranged from lukewarm backing to vows to “zero out” rail passenger service.

Significantly, although Biden’s rail travels seldom occurred outside the Northeast Corridor, he rode more trains and gained far more nuts-and-bolts knowledge about Amtrak than any of its CEOs and virtually all of its non-operating top executives.

As a Presidential candidate, Biden has made it clear that jobs and infrastructure enhancement are at the top of his “to do” list. Yet he hasn’t tipped his hand on what that means for Amtrak’s current management’s de-emphasis of national network revenue and future growth during the current pandemic, when Northeast Corridor and state-supported operations have been hit with the steepest ridership declines.

One thing seems certain: Biden’s from-the-ground-up experience regularly riding trains for the last five decades means Amtrak’s plight won’t be ignored if he is elected.

### AMTRAK OFFERING SLEEPING CAR PASSENGERS OPTION OF CHOOSING MEALS IN ADVANCE

WASHINGTON, Sept. 30, 2020, Trains News Wire - Amtrak has begun offering an option for sleeping car passengers to choose their meals in advance on some routes. Customers holding reservations for private rooms on the *Capitol Limited*, *Cardinal*, *City of New Orleans*, and *Lake Shore Limited* are now offered the chance to view menus and pre-select meals. An Amtrak spokeswoman reports the service is expected to be available on the *Silver Star* and *Silver Meteor* “in the coming weeks.”

### AMTRAK, PennDOT INCREASE KEYSTONE SERVICE TO NEW YORK

Oct. 6, 2020, Trains News Wire - Amtrak and the Pennsylvania Department of Transportation have extended one additional Keystone Service round trip to New York as of Monday, Oct. 5 The addition of Harrisburg-New York service on train No. 652, and New York-Harrisburg service on train No. 641, makes two daily Keystone Service round trips on weekdays; the route is also served by the Pennsylvanian to and from Pittsburgh. There are also two New York-Harrisburg round trips on weekends.

### LONG DISTANCE SCHEDULES CHANGE TO TRI-WEEKLY

Effective October 2020

Amtrak PSN 0820-179 - Due to COVID-19 pandemic and the resulting decrease in travel demand, most Amtrak long distance routes will operate tri-weekly beginning this October.

#### Routes Impacted

California Zephyr, Capitol Limited, City of New Orleans, Coast Starlight, Crescent, Empire Builder, Lake Shore Limited, Palmetto, Southwest Chief and Texas Eagle

The Auto Train will continue to operate daily between Lorton, VA and Sanford, FL.

The Silver Meteor and Silver Star will continue to operate a combined daily service between New York City and Miami, effective July 6, 2020.

Cardinal and Sunset Limited will continue to operate on their current tri-weekly service.

**Schedule Update**

The new schedule reflects day of week changes only. All stations along the route will be served on days in which Amtrak service is offered and all scheduled departure/arrival times will remain the same.

The new schedule is designed to preserve east-west and west-east connections. The long distance hub in Chicago will offer arrivals and departures primarily on Mondays, Thursdays and Saturdays.

Customers will continue to have the option to book coach or a private room.

Customers traveling the Coast Starlight, Lake Shore Limited and Palmetto will also have the option to book in Business Class.

Impacted customers with existing reservations are being re-accommodated. For more information, see the details below or visit Amtrak.com and click on "Schedules."

**Effective Week of October 5, 2020****California Zephyr**

Train #5 (Westbound) departs Chicago: Monday/Wednesday/Saturday

Train #6 (Eastbound) departs Emeryville, CA: Tuesday/Thursday/Saturday  
**Capitol Limited**

Train #29 (Westbound) departs Washington, DC: Wednesday/Friday/Sunday

Train #30 (Eastbound) departs Chicago: Monday/Thursday/Saturday

**City of New Orleans**

Train #58 (Northbound) departs New Orleans: Wednesday/Friday/Sunday

Train #59 (Southbound) departs Chicago: Monday/Thursday/Saturday

**Crescent**

Train #19 (Southbound) departs New York: Tuesday/Friday/Sunday

Train #20 (Northbound) departs New Orleans: Tuesday/Thursday/Sunday

**Effective Week of October 12, 2020****Coast Starlight**

Train #11 (Southbound) departs Seattle: Monday/Wednesday/Saturday

Train #14 (Northbound) departs Los Angeles: Monday/Wednesday/Friday

**Lake Shore Limited**

Train #48 (Eastbound) departs Chicago Monday/Thursday/Saturday

Train #49 (Westbound) departs New York: Wednesday/Friday/Sunday

Train #448 (Eastbound) departs Chicago: Monday/Thursday/Saturday

Train #449 (Westbound) departs Boston: Wednesday/Friday/Sunday

**Southwest Chief**

Train #3 (Westbound) departs Chicago: Monday/Thursday/Saturday

Train #4 (Eastbound) departs Los Angeles: Tuesday/Thursday/Saturday

**Texas Eagle**

Train #21 (Southbound) departs Chicago: Tuesday/Friday/Sunday

Train #22 (Northbound) departs San Antonio: Tuesday/Friday/Sunday

**Effective Week of October 19, 2020****Empire Builder**

Train #7 (Westbound) departs Chicago Monday/Thursday/Saturday

Train #8 (Eastbound): departs Seattle: Tuesday/Thursday/Saturday

Train #27 (Westbound) departs Chicago: Monday/Thursday/Saturday

Train #28 (Eastbound) departs Portland, OR: Tuesday/Thursday/Saturday

**Palmetto**

Train #89 (Southbound) departs New York: Monday/Thursday/Saturday

Train #90 (Northbound) departs Savannah: Wednesday/Friday/Sunday

**AMTRAK TO CONGRESS: WE NEED \$10B**

WASHINGTON, Oct. 8, 2020, Written by Marybeth Luczak, Executive Editor, Railway Age - Amtrak, updating its forecast for fiscal year 2021, anticipates needing up to \$4.857 billion to support the company

and employees due to the COVID-19 pandemic. Also, as Congress considers programs for stimulating the economy, Amtrak has identified \$5.193 billion in additional need as part of an economic recovery proposal to help the nation recover from the impacts of the pandemic. The combined requests total \$10.050 billion.

In an Oct. 8 letter to Vice President Michael Pence, in his capacity as Senate President, and House Speaker Nancy Pelosi, President and CEO William J. Flynn formalized the \$4.857 billion funding request. He noted, "We have seen that our ridership is not returning as quickly or at the levels that we had hoped for."

According to Amtrak, business remains at about 25% of pre-COVID levels, and FY 2021 ridership and revenue are forecast to improve to about 40% of pre-COVID levels—"weaker than anticipated."

**The funds would be allocated as follows:**

- \$3.227 billion to "preserve Amtrak's services and capital program in response to the dramatic loss of revenue due to the pandemic." Of that figure, \$1.704 billion would be used for the Northeast Corridor (NEC), \$413 million for the Amtrak share of State Supported services, and \$1.110 billion for Long-Distance service.

- \$1.63 billion to "support Amtrak RRIF/debt payments, state and commuter partner payments that are payable to Amtrak under PRIIA Sections 209 and 212, the costs of any congressional workforce or service directives, and added revenue risk beyond our current projection."

In a recent message to employees, Flynn explained:

"If we received this funding, we would be able to operate train service and invest in capital projects. This means we would restore Long Distance service to seven days a week as we operated in FY 2020. Furloughs associated with these lower service levels would be reversed. We anticipate that our state partners would have the resources they need to continue State Supported routes."

Flynn also identified \$5.193 billion in additional need. He recommended in his letter to Congress that it "be included as part of any economic recovery proposal enacted by Congress before the end of the term to help the nation recover from the impacts of the pandemic."

**The \$5.193 billion includes:**

- \$642 million for fleet replacement (Amfleet and Superliner).

- \$1.242 billion for NEC infrastructure (Hudson Tunnel Project, Portal North Br., Sawtooth Bridge, East River Tunnel, B&P Tunnel, Susquehanna River Bridge, Pelham Bay Bridge, Connecticut River Bridge).

- \$1.893 billion for national network infrastructure (Southeast Corridor Expansion, Gulf Coast, Southwest Chief, Chicago Gateway, and new and expanded routes).

- \$809 million for major stations (Chicago, Philadelphia, New York Penn, Baltimore Penn, Washington Union and others), and ADA compliance/improvements.

- \$607 million for other key initiatives (PTC and safety improvements, workforce development and apprenticeship, and RRIF and other debt payments).

"When considered in their totality, our FY 21 needs and our economic recovery proposal equal a total federal investment of \$10.050 billion, an amount equivalent to the total appropriation for Amtrak included in the House of Representatives' FY 21 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill (H.R. 7616)," Flynn wrote. "These funding needs have been shared in detail with the House and Senate Appropriations and relevant authorizing committees during recent months. Such funding could be provided in the annual appropriations bill,

as part of a COVID-19 relief bill, in an economic stimulus bill, or via any other legislative vehicle.”

While Congress on Sept. 30 passed a continuing resolution (CR) to provide Amtrak funding at the FY 2020 rate of \$2 billion until December 11, and the House on Oct. 1 passed an updated version of the HEROES Act including \$2.4 billion in emergency supplemental funds for Amtrak, there is “no clear path to finalize such supplemental funding in Congress and the Administration,” Flynn wrote.

Given these factors and Amtrak’s “low levels of ridership and revenue projected over the next few months,” Flynn wrote, “Amtrak is in a very precarious position as we await final decisions on our funding levels.

Amtrak’s Flynn noted in his letter to Congress that “insufficient funding levels could force Amtrak to reduce its workforce by an additional 2,400 jobs as we scale back capital projects (approximately 775 jobs) and because our state partners have advised us that they would likely further reduce their train service (approximately 1,625 jobs).”

“To manage this situation, Amtrak will work to adjust its operating and capital spending plans during this short term CR, with the aim of minimizing further impacts on our customers and employees. However, if the FY 20 funding level is extended beyond December 11, 2020, and supplemental funding has not yet been provided, we will be unable to avoid more drastic impacts that could have long lasting effects on our Northeast Corridor infrastructure and the national rail system. For example, insufficient funding levels could force Amtrak to reduce its workforce by an additional 2,400 jobs as we scale back capital projects (approximately 775 jobs) and because our state partners have advised us that they would likely further reduce their train service (approximately 1,625 jobs).”

#### AMTRAK TRI-WEEKLIES, WITH SMALLER CONSISTS, SEE SELLOUTS, HIGH FARES

CHICAGO, Oct. 9, 2020, By Bob Johnston, Trains News Wire — Amtrak is experiencing near-capacity or sellout ridership on long-distance trains as it begins its shift to triweekly operation, but says it has no plans to adjust train size to increase available inventory until just before the Thanksgiving holidays.

This cost-focused strategy of reducing consists and furloughing the personnel to man them limits possible revenue growth and the ability of prospective passengers to book travel on what has been the company’s strongest business segment during the COVID-19 pandemic.

A Trains News Wire analysis of October and November departures on the four routes that began triweekly operation this week shows little or no coach and sleeping-car availability on many dates. In an emailed statement to Trains News Wire, an Amtrak spokesman attributes “near-term sellouts to re-accommodation of existing reservations. We are using this ridership data to determine future consist planning for the upcoming holiday periods as well as early 2021.”

#### *The Zephyr example*

The California Zephyr provides an example. Anyone trying to book a westbound trip beyond Denver currently can’t buy a coach seat on the four trains leaving Chicago between Oct. 10 and Oct. 17. Two of those dates have sold out since last weekend.

While cancellations do occur, as of Wednesday no sleeping accommodations were available on Oct. 12, 14, 17, 19, and 24. For the six remaining October dates, as of earlier this week, Chicago-Emeryville, Calif., roomette prices range from \$563 to \$688 to \$1052. Each price was available on two of the six days. The same fare levels prevailed on all November dates, with one sell-out so far.

Asked about adding cars, since equipment is available, the company statement says, “Operational logistics and cost management prevent us from making one-off consist changes based on niche cases of sellout situations. ... As you know, adding equipment adds costs and we are conserving funds. Our existing long-distance consists represent our fall plan that is in effect

now through the eve of Thanksgiving.”

Shortly after Amtrak announced its intention to reduce most long-distance trains to triweekly operation, CEO William Flynn told the Washington Post, “These reductions will go into effect in October, which is right at the time that the long-distance network other than Auto Train, and one or two other trains perhaps, goes into its lowest level of ridership.”

But in 2019, the Zephyr generated \$4 million in revenue in October, just 18% less than the \$4.9 million the previous month. Reflecting the pandemic, its July 2020 revenues were \$2.2 million, a 62% reduction. That was about the same rate of decrease as long-distance trains as a whole, while state-supported corridor service dropped 82% and Northeast Corridor revenue fell almost 92%.

While Amtrak added frequencies for Northeast Regional (off 88.6% in July) and Acela (down 95.8%), it made no plans to protect revenue on the decreased number of long-distance trains by increasing capacity to accommodate passengers displaced from trains that had been cancelled, or others seeking to book reservations. Instead, revenue loss was exacerbated by reducing train consists, even as coach capacity was limited to 50% of available seats.

#### *A smaller consist*

The Zephyr is now running without the baggage car and the transition sleeping car it had previously. Without the baggage car, package express service and its revenue was eliminated as of Oct. 1; removing the transition sleeper means the loss of up to eight roomettes for sale.

Not running these cars does save incremental fuel costs as well as the corporate overhead allocated costs assigned under the Amtrak Performance Tracking accounting system. But those projected expense reductions become illusory once potential revenue losses are factored in. The “savings” fail to account for the cost of turning away business — either through high prices or outright sellout conditions.

At least three onboard service crew members who normally have accommodations in the transition sleeper now occupy sleeping-car space no longer available for sale — at a time when, because of pandemic considerations, more passengers are opting for private rooms, even for daytime trips.

Without a baggage car, one of the Zephyr’s two Superliner coaches is a coach-baggage, with fewer seats. This reduced capacity is significant because virtually every Amtrak route has a “choke point” where patronage usually peaks; limited capacity on that segment affects availability for trips on either side of it. For most long-distance trains, this occurs near originating or terminating stations, but the Zephyr’s busiest section is mid-route between Denver and Grand Junction, Colo. Passengers might pay \$55 in coach to ride between the two cities, but in doing so, their seats become unavailable for sales that could be worth three times as much.

#### *Capacity issues elsewhere*

The Zephyr is not alone in experiencing sellouts. The Chicago-Washington Capitol Limited is sold out in coach eastbound from the Windy City until Oct. 26, has no bedrooms between Oct. 12 and Nov. 5, and only has roomettes available on three departures during the same period. Its busiest section is between Chicago and Cleveland, a de facto Amtrak corridor that Indiana and Ohio have shown no interest in supporting with additional service.

The New York-New Orleans Crescent, operating with single-level Amfleet II coaches and Viewliner sleeping cars, has often sold out in coach from New York and Atlanta close to departure over the summer. All southbound sleeping car space is currently unavailable on at least six October dates, but the first bedroom doesn’t open up until Oct. 25.

The fourth route beginning triweekly operation this week, the City of New Orleans, has been cancelled until next Sunday (northbound) and Monday (southbound) as a result of Hurricane Delta. However, this summer, the coach segment sold out on many occasions between Chicago and Carbondale, Ill., where the train provided an early morning Chicago arrival and post-dinner departure to augment Illinois-sponsored Illini-Saluki corridor

trains. Because the state decided to drop one of those two round-trips during the pandemic, passengers can now only use the City alternative on Mondays, Wednesdays, and Saturdays.

Amtrak says ridership this fall, and advance booking trends beginning in January, will dictate when, or if, these trains resume daily service some time in 2021. But with triweekly service coupled with constricted capacity's effect on availability and pricing short-circuiting demand, such data can't accurately predict such an outcome.

Although Amtrak has said its pandemic plans appear to be locked in for the next two months, spokesman Marc Magliari tells Trains News Wire that an "ongoing team" reviews decisions to adjust the consist and pricing of individual trains, to assess the tradeoff between foregone revenue and increased costs.

"If there is a need to make changes, we will make them," he says.

#### **GEARING UP FOR THE FIRST DISTANCED HOLIDAY SEASON, AMTRAK RECOMMENDS BOOKING THANKSGIVING TICKETS EARLY**

*Amtrak limits bookings on reserved trains to allow for physical distancing*

WASHINGTON, Oct. 13, 2020, Amtrak MEDIACENTER – This Thanksgiving travel season, Amtrak is ready to help customers travel safely and comfortably to reconnect with friends and family. Amtrak is delivering a new standard of travel that includes enhanced cleaning protocols, contactless amenities, social distancing on board and in stations, required face coverings and sophisticated air filtration. Amtrak customers can avoid traffic and enjoy free Wi-Fi on most trains, plenty of leg room and no middle seat.

"By combining our enhanced safety efforts with the guidance of our full-time medical director and public health and safety teams who are working in partnership with experts from the George Washington University Milken Institute School of Public Health, we want to ensure our customers feel a renewed sense of confidence when they travel with us this holiday season," said Amtrak President and CEO Bill Flynn.

Customers are strongly encouraged to plan ahead and book early to guarantee available tickets. Bookings will be limited to allow for more physical distancing in seating areas.

***Amtrak's new standard of travel includes:***

***Face coverings:*** Amtrak requires that all customers and employees wear a face mask or covering that fully covers the entire mouth and nose while onboard and in stations.

***Capacity indicator:*** When searching for travel options, customers will see a volume percentage next to each route so they can get helpful insight into which trains are less crowded. The percentage displayed is available in real-time when customers search for their train.

***Seamless gate service:*** To reduce crowds at departure boards, Amtrak app users can receive gate and track information via push notifications at select stations.

***Partnership with RB, the makers of Lysol®:*** Built on its commitment to the safety and well-being of travelers, Amtrak announced a partnership with RB, the makers of Lysol. As part of this partnership, germ-kill experts and microbiologists from RB will help Amtrak strengthen and reinforce Amtrak's comprehensive disinfection protocols for trains, stations and Metropolitan Lounges.

***Amtrak app:*** Customers can book, board, check train status and access information from the convenience and safety of a mobile device. Amtrak encourages boarding with eTickets, which conductors scan from the Amtrak app.

***Private rooms:*** Offered on many routes, a private room is the perfect option for customers seeking privacy and space on a short trip and added comfort and amenities when traveling overnight.

***Air quality:*** All Amtrak trains are equipped with onboard filtration systems with a fresh air exchange rate every 4-5 minutes.

***Physical distancing:*** Signage has been displayed at our busiest stations to

indicate safe distances in high traffic areas. In addition, protective plastic barriers have been installed at customer counters at our busiest stations.

#### **SMUCKER INTRODUCES THE KEYSTONE LINE FOR THE COMMONWEALTH ACT**

WASHINGTON, DC, Oct. 13, 2020, Rep. Lloyd Smucker Press Release —Today, Rep. Lloyd Smucker (PA-11) is announcing the introduction of H.R. 8389, the Keystone Line for the Commonwealth Act. The legislation would require Amtrak to transfer ownership of the Keystone East Line and certain stations along that line to the Commonwealth of Pennsylvania for management by the Pennsylvania Department of Transportation (PennDOT).

"As a member of the House Transportation and Infrastructure Committee, I have consistently been disappointed by the National Railroad Passenger Corporation's (Amtrak) responsiveness and management of our local rail line. I firmly believe that the closer a government entity is to those it serves, the more accountable it must be. That is certainly the case with Amtrak's operation of the Keystone East Line. Renovation and repair projects are consistently delayed and over budget and revenue generated on the line is sent out of the Commonwealth to other states along the Northeast Corridor," said Rep. Lloyd Smucker.

"Additionally, at a recent committee hearing, Amtrak's president was unable to answer whether all stations on the line are ADA compliant. Not a promising sign. My legislation to reorganize the rail line under PennDOT's management will fix these ever-present issues all the while improving service and giving riders the type of commuter service they've been seeking," said Smucker.

The Keystone East Line is one of Amtrak's state-supported rail lines that runs wholly within Pennsylvania. The line's operations are heavily subsidized by the Commonwealth of Pennsylvania, to the tune of approximately \$100 million annually. The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) required that certain routes, like the Keystone East Line, be funded directly by the States.

This line, which Amtrak operates in Pennsylvania between Harrisburg, PA and Philadelphia's 30th Street Station, contains 12 stations in Pennsylvania. The Southeast Pennsylvania Transit Authority, or SEPTA, also operates its Paoli-Thorndale Commuter Rail service along the Keystone line. Where SEPTA operates on the Keystone and Northeast Corridor Spine, it is the primary user of those lines.

"By granting Pennsylvania ownership of the Keystone Line, we can provide greater local control, accountability, and expand ridership opportunities. Pennsylvania has made enormous investments into the Keystone Line, without managerial control. PennDOT and SEPTA are the agencies most directly accountable to the taxpayers that fund the Keystone East Line. Transferring this line would ensure that the residents of my congressional district and of south-central Pennsylvania are receiving quality public transportation," said Smucker.

"SEPTA is grateful for Congressman Smucker's commitment to improving commuter and intercity passenger rail service in Pennsylvania," said SEPTA General Manager Leslie S. Richards. "This bill would bring control of the Keystone East Line to the state level -- opening up opportunities for SEPTA also to improve service on the Paoli-Thorndale Line, which is SEPTA's highest ridership Regional Rail line. We look forward to working with all parties on this important initiative."

"The Commonwealth recognizes passenger rail as a critical travel and commuting option, and we are heavily invested in its efficient operation," Pennsylvania Department of Transportation Secretary Yassmin Gramian said. "Localized administration of a service Pennsylvanians rely on daily would help ensure long-term sustainability and increase options for service expansion."

This proposal has also been supported by the Pennsylvania House of Representatives, which earlier this year unanimously adopted House Resolution 918, urging the United States Department of Transportation to relinquish ownership of the line to PennDOT.

"The Commonwealth subsidizes Amtrak service on the Keystone East Line, which runs from Philadelphia to Harrisburg, by nearly \$100 million annually. Yet Amtrak treats the Keystone East Line as a low-priority rail corridor. It is heavily used by SEPTA with its 88 daily commuter trains as compared to Amtrak's 27 daily trains. While Amtrak seems more focused on the Northeast corridor rails, SEPTA would be more responsive to needed maintenance on the Keystone East Line when storms cause temporary stoppages on the track," said author of House Resolution 918, State Rep. Tim Hennessy (R-Chester/Montgomery).

The legislation has also garnered the support of Lancaster County elected officials.

"We thank Congressman Smucker for his leadership on behalf of Pennsylvania taxpayers. Transferring the Keystone East Line to the Commonwealth will increase services, lower project costs and ensure accountability by providing more local control of Lancaster County's train stations. More frequent services to our community's stations could provide additional support to our tourism industry and benefit our local economy. Lancaster County taxpayers have already seen the impact of Amtrak's lack of accountability during the renovation projects on the Lancaster station which overran budgets and took nearly fifteen years to complete. The residents of Lancaster County deserve better service and we believe Congressman Smucker's legislation will achieve that goal," said Lancaster County Commissioners Josh Parsons and Ray D'Agostino.



#### BRIGHTLINE, MIAMI DADE MOVE CLOSER TO COMMUTER RAIL AGREEMENT

MIAMI, Sept. 25, 2020 - Trains News Wire - Brightline and Miami-Dade County are closer to an agreement on commuter rail operation on the southern portion of Brightline's route, and a competition is planned to decide where to build stations for the service. The Miami Herald reports a memo from Mayor Carlos Gimenez outlines a plan that would see trains every 30 minutes on weekdays and indicates Brightline would operate the service, although commuter operator Tri-Rail is officially still a possibility, having been asked to present a cost proposal to county commissioners. The memo also says developers and others along the route will be invited to make a priority locations for stations on the route between Brightline's MiamiCentral station and Aventura, Fla., which is drawing protests from a group in Miami's Wynwood district which has already indicated its willingness to fund a station.



#### BRIGHTLINE COULD LOSE FUNDING FOR HIGH-SPEED RAIL PROJECT IF BONDS ARE NOT SOLD BY END OF 2020

Sept. 29, 2020, By Bill Wilson, Editor-in-Chief, Railway Track & Structures - The company behind the Las Vegas-to-Los Angeles high-speed rail project has launched a bond offering of up to \$3.2 billion for the initial financing of the \$8 billion project.

The Xpress West high-speed rail project, backed by Brightline, will consist of 170 miles of track between Las Vegas and Victorville, Calif. The bond offering includes tax-exempt bond allocations from Nevada and California. The U.S. DOT also will be putting up \$1 billion in private activity bonds.

California originally set a Sept. 30 deadline to sell the bonds, but has now extended it to the end of the year. If Brightline cannot sell the bonds, the private activity bonds will be used for affordable housing.

Brightline has plans to extend the line from Victorville to Rancho Cucamonga, Calif., allowing passengers to reach downtown Los Angeles.

The first segment of the project, a line from Las Vegas to Victorville, is ready for construction. The second segment deals with Cajon Pass into Los Angeles, and the third segment runs from Rancho Cucamonga to Union Station in downtown L.A. The project is expected to be complete in 2023.

Another extension to Palmdale, Calif., also is in the works.



#### CANADIAN PACIFIC TO DONATE TO LOCAL FOOD BANKS, HOST VIRTUAL CONCERT FOR 2020 HOLIDAY TRAIN

CALGARY, Sept. 24, 2020, CP Press Release - Due to the COVID-19 pandemic, Canadian Pacific (CP) will donate to food banks in communities along its network and host a virtual concert in lieu of its regular Holiday Train program. The modified program will

draw attention to food security issues, while ensuring donations go to all food banks that would ordinarily receive them, including those that typically host a Holiday Train event in alternating years.

"COVID-19 has created many challenges for communities across our network and has only increased the need at local food banks and food shelves," said CP President and Chief Executive Officer Keith Creel. "It is our honor to continue to donate to communities across our network this year, even if the train itself will not run. The spirit of the Holiday Train program and the Christmas spirit will carry on this year through our virtual concert. We will have the Holiday Train rolling again spreading Christmas cheer as soon as it's safe to do so!"

CP launched the Holiday Train in 1999, and every year since it has traveled across Canada and the northern U.S. raising money, collecting food and drawing attention to the important work of local food banks. In its first 21 years, the train has raised \$17.8 million and collected 4.8 million pounds of food for local food banks in communities along CP's network.

"We are very excited that CP has chosen a safe way to keep the spirit of the CP Holiday Train rolling in support of local food banks like ours in these challenging times," said Calgary Food Bank President and CEO James McAra. "The need for food bank services has risen substantially over the course of this year and heading into the high-demand winter months. We hope CP's concert will prompt the train's supporters to give as generously as they're able."

Live music has always been part of the CP Holiday Train tradition. To maintain that tradition, CP will produce a benefit concert, with details to be announced when they're available.

"We support CP's decision to hold a virtual concert instead of hosting events that encourage local gathering, though we'll miss the train's bright lights and in-person shows," said Kristine Martin, President of East Side Neighborhood Services, a Minneapolis-based Holiday Train beneficiary food bank. "CP's generous donations to East Side Neighborhood Services over the years have helped us provide nutritious food to people who have difficulty accessing traditional food shelves or grocery stores. This year, being able to continue providing those services has been even more important. We're thankful to CP for their continued support and donations again this year."

CP intends to resume operating the annual train tour in 2021.



#### NS AGAIN USES WAZE APP TO PROMOTE RAIL SAFETY

Sept. 24, 2020, Progressive Railroading - Norfolk Southern Railway has relaunched a public awareness campaign about its Waze mobile application to educate motorists about grade-crossing safety.

The Class I is using the Waze app to target drivers approaching crossings with specific safety tips. With national statistics reporting an accident between a person or vehicle and a train every three minutes, the awareness is needed, NS officials said in a press release.

"This partnership [with Waze] gives us a chance to reach people that may not otherwise receive these safety messages, and with 30 million Waze users in the United States alone, that is powerful," said Jason Morris, NS' assistant vice president of safety and environmental.

For its campaign, NS is targeting areas with high numbers of grade crossings and crossing incidents. Over the next several months, drivers will see the ads in parts of Alabama, Georgia, Indiana, North Carolina, Pennsylvania,

Tennessee, Virginia, South Carolina and Ohio.

Based on the success of its 2019 campaign using the Waze app, NS officials hope that this year's campaign will improve safety across the railroad's operating territory.

"The areas that were reached in 2019 have seen a reduction in incidents, which is an encouraging trend as we start this new round," said Morris.

NS' ad blitz kicked off in mid-September as a lead into the annual observance of National Rail Safety Week, which this year was Sept. 21-27.



GENESEE  
VALLEY  
TRANSPORTATION CO., INC.

**GENESEE VALLEY TRANSPORTATION  
OPENS NEW SCRANTON LOCOMOTIVE  
SHOP**

SCRANTON, Pa., Sept. 24, 2020, By Scott A. Hartley, Trains News Wire — Delaware-Lackawanna Railroad Alco C420 No. 405 gently broke through a ceremonial ribbon



GENESEE VALLEY TRANSPORTATION'S NEW SCRANTON SHOP  
SCOTT A. HARTLEY

this morning, officially opening Genesee Valley Transportation's Delaware-Lackawanna Railroad Von Storch Locomotive Shops. Located in the Green Ridge section of Scranton, the steel structure features two 200-foot tracks inside, with an 83-foot walk-in inspection pit. A 20-ton crane will allow shop forces to

perform most major locomotive work. The building will serve as the maintenance base for GVT's growing fleet of 35 active Alco and Montreal Locomotive Works diesels that work on the company's four railroads in Pennsylvania and New York.

Showing the company's diverse roster, five Alcos carrying the schemes of GVT, Delaware & Hudson, Central Railroad of New Jersey, and Lehigh Valley stood outside the shops during the ceremony.

In addressing attendees including Scranton's mayor and representatives from other elected officials' offices, Genesee Valley Transportation President David Monte Verde remarked that the locomotives pay homage to the railroads that once served the Scranton area. The new shop occupies land that once was the site of Delaware & Hudson Railway's roundhouse and primary yard for the Scranton area, adjacent to D&H's large Von Storch mine and coal breaker. All are long gone. Today, Delaware-Lackawanna Railroad serves customers along the remaining 23 miles of D&H between Scranton and Carbondale. This route and the former Delaware, Lackawanna & Western main line over the Pocono Mountains are operated by Delaware-Lackawanna under a public-private partnership with owner Pennsylvania Northeast Rail Authority. GVT paid for the \$2.5 million facility.

The new Von Storch shop replaces a cramped two-track facility in South Scranton built in 1985 by an earlier operator of the ex-D&H trackage. That building will remain in use for track equipment maintenance.

The shop ceremony came the day after the Federal Railroad Administration announced the Delaware-Lackawanna would receive a \$900,000 Consolidated Rail Infrastructure and Safety Improvements grant for improvements at Scranton's Green Ridge Yard.



**RIVER LINE LIGHT RAIL FIRE IN  
PENNSAUKEN UNDER INVESTIGATION**

PENNSAUKEN, Oct. 7, 2020, By Carol Comegno, Cherry Hill Courier-Post — New Jersey Transit is investigating the

cause of a fire on the RiverLine light rail in Pennsauken that halted service on a portion of the Camden-Trenton line Monday night.

A NJ Transit spokesman said there were no injuries because all 17 passengers were evacuated. He offered few details of the incident except to say that it occurred at about 7:40 p.m. Monday and interrupted service in both directions for more than two hours.

Pennsauken Fire Chief Joseph V. Palumbo said the fire started inside the car with a diesel engine in the rear and that the train operator, who sits in a cab in the front of that car, evacuated all 17 passengers on the three-car train safely to the Pennsauken Transit Station on Derosse Avenue.

The fire was spotted by a New Jersey Transit police officer on routine patrol at the station even before the train operator realized there was a fire on board, according to the chief.

He said the transit police reported the fire to Camden County Fire Communications, which then contacted the Pennsauken Fire Department.

Flames from the fire spread from inside the diesel engine area in the center of the three-car train to the outside of the train, but Palumbo said firemen were able to extinguish the blaze in less than 45 minutes using water instead of foam.

He also said the fire department relinquished the damaged car to NJ Transit, which then hauled it to its Pavonia rail yard in Camden for examination in an effort to determine the fire's cause.

At the beginning of this year NJ Transit announced it will be replacing 20 diesel engines on the RiverLine because they are 15 years old, have reached the end of their usefulness and are not as fuel efficient as newer models.



**REPORT FINDS LESS THAN 10% OF SEPTA EMPLOYEES  
ACCOUNT FOR HALF OF AGENCY'S OVERTIME**

PHILADELPHIA, Oct. 5, 2020, Trains News Wire - The Southeastern Pennsylvania Transportation Authority paid almost \$59 million in overtime in the fiscal year that ended June 30, 2020, and 800 employees — less than 10% of the agency's 9,200-person workforce accounted for half the payments, according to a report by public radio station WHYY. Nearly half of those employees earned more than 50% of their base pay in overtime; finance experts say a figure of more than 20% issues a systemic problem. The leading overtime earner, a police lieutenant, made \$116,636 in overtime, pushing his total pay to \$211,895 — more than the chief of the SEPTA police force and almost as much as Philadelphia Mayor Jim Kenney. The payments raise question about oversight, particularly at a time when SEPTA, like many agencies, is in a fiscal crisis because of COVID-19 losses, the report says.

**FTA: 25 HOPE PROJECTS TO SHARE \$8.5MM**

WASHINGTON, Oct. 7, 2020, By Marybeth Luczak, Executive Editor, Railway Age - The Federal Transit Administration is awarding 25 projects in 17 states a share of approximately \$8.5 million in funding through the Helping Obtain Prosperity for Everyone (HOPE) program.

The program's objective, said FTA, is "to use transit systems as a springboard to create better lives for people in rural communities and areas experiencing long-term economic distress."

HOPE grant recipients will receive funding for planning and technical studies to improve transit, such as evaluating new routes, creating new connections and incorporating modern technologies.

Only one of the 25 selected projects is rail-transit specific. The Southeastern Pennsylvania Transportation Authority (SEPTA) will receive \$495,000 to "plan and design a comprehensive upgrade of transportation infrastructure on the Grays Avenue Corridor, which provides critical transportation connections from one of Philadelphia's poorest communities to Center City jobs, health care and other services. The project will redesign SEPTA trolley stations to improve accessibility and add safety features, such as improved pedestrian crosswalks and traffic controls."

## THIS MONTH ON THE PENNSY

### PRR, PRSL & LIRR EVENTS IN NOVEMBER

**Nov. 13, 1904** - "New York-Pittsburgh Subway" connection opens at Zoo Junction in West Philadelphia, permitting through passenger trains between New York and the West to avoid running into Broad Street Station and congestion in Mantua Yard.

**Nov. 19, 1909** - Smyrna, Del., residents hold protest meeting against PRR's new gasoline railcar or "peanut roaster" and eliminating stop of afternoon Norfolk express at Clayton; car has only 26 seats and is so small that some have to walk to Clayton.

**Nov. 24, 1914** - Mass meeting held in Philadelphia to protest increase in passenger fares on PRR, Reading and B&O effective Dec. 15.

**Nov. 12, 1919** - PRR Board appoints a Special Committee on Organization to plan for return to private control.

**Nov. 15, 1924** - LIRR abandons Glen Cove Railroad trolley line between Glen Cove Landing and Sea Cliff.

**Nov. 6, 1929** - Old alignment through Port Deposit to "CANAL" interlocking abandoned and new elevated track built in 1927 converted to main line; switch from old to new alignments delayed two years by lawsuit brought by Town of Port Deposit.

**Nov. 1934** - N.J. PUC approves PRSL substituting buses for trains between 51<sup>st</sup> Street, Ocean City, and Sea Isle City, with 2 eastbound and 3 westbound trips; must run a through train from Philadelphia to Sea Isle City on Sundays only.

**Nov. 8, 1939** - PRR declares \$1 per share (2%) dividend, vs. 1% dividend paid in 1938.

**Nov. 28, 1944** - Experimental Class S2 6-4-4-6 steam turbine locomotive No. 6200 placed on display for press at Philadelphia; developed by Baldwin with turbine components by Westinghouse; proposed T1-type Loewy streamlining has been rejected; develops 6,900 HP at turbine shaft. Simplified smokebox design leads to staybolts breaking and steam leaks, although turbine performs well.

**Nov. 25, 1949** - PRR handles Army-Navy Game traffic, 30,000 passengers in 40 special trains, 22 from New York and 18 from south of Philadelphia; nearly 600 cars used; passengers include President Truman.

**Nov. 30, 1954** - PRR announces that it will use an advisory committee of passengers and civic leaders "if and when" Penn Station is reconfigured for air rights development.

**Nov. 20, 1959** - PRR announces it will recall 3,500 workers at Altoona because of end of steel strike; on same day is served with strike notice by TWU and System Federation representing shop crafts.

**Nov. 1964** - No. 4458 is first of 22 E44's to be rebuilt to 5,000 HP as Class E44a.

**Nov. 15, 1967** - PRSL Board authorizes leasing 5 GP38 locomotives.

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



**300 GAP ROAD, ROUTE 741 EAST**  
**STRASBURG, PA 17579**  
[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)  
**717-687-8628**

**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

**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



### COLEBROOKDALE RAILROAD RESUMES EXCURSION OPERATIONS

**BOYERTOWN, PA, Oct. 5, 2020**, Trains News Wire - The Colebrookdale Railroad resumed excursions on Saturday, Oct. 3, and will operate fall foliage trips through early November, with Christmas specials beginning later that month. Foliage trains will run Nov. 1, Nov. 7-8, with three departures on Saturdays and two on Sundays. Christmas specials begin Nov. 21. The railroad, based in Boyertown, Pa., is operating under COVID-19 measures including capacity reduced to 50% of normal, enhanced cleaning, limited food and beverage options, and mask requirements for passengers. For more information, visit the railroad website, [www.colebrookdalerailroad.com](http://www.colebrookdalerailroad.com)



**WANAMAKER, KEMPTON & SOUTHERN**

**42 COMMUNITY CENTER DRIVE**

**KEMPTON, PA 19529**

[WWW.KEMPTONTRAIN.COM](http://WWW.KEMPTONTRAIN.COM)

**610-756-6469**

**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 & Saturday, Nov 1, 7, 8, 2020** - Autumn Leaf Special

**Friday, Nov. 6, 2020** - Hayride Express

**Saturday, Nov. 14, 2020** - Mt. Cuba Meteor

**Sunday, Nov. 15, 2020** - Ice Princess Express

**Various Nov. 27 - Dec. 23, 2020** - Santa Claus Express

**Various Dec. 4 - Dec. 30, 2020** - Holiday Lights Express



### OCTOBER, 2020 CHAPTER MEETING MINUTES

The Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday,



October 19, 2020. The meeting was called to order at 7:35 p.m. by President Tom Shenk with 23 member's present and 2 guests. President Tom Shenk led those assembled in the Pledge of Allegiance.

**MINUTES:** President Tom Shenk asked for a motion to approve the September Chapter Membership Meeting Minutes. Helen Shaak approved the motion and Janice Russell seconded the motion. The September Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

**TREASURER'S REPORT:** Richard Rutledge gave the Treasurer's Report for the month of September. Richard went over the Chapter Budget. The Budget for the 2020-2021 year will be the same amounts that the Board and membership approved at the October 2019 membership meeting. Glenn Kendig made the motion to pass the Budget. Harold "Smoke" Shaak seconded the motion.

**CHAPLAIN:** On behalf of the Chapter, Doris Geesey sent Editor Ed Mayover a get well card. Ed was recently in the hospital for critically low calcium and magnesium levels. Doris announced Cindy Kendig had a procedure done to put in a pacemaker and defibrillator. Doris also reported chapter members Dave and Peggy Woerner's daughter passed away.

**MEMBERSHIP:** President Tom Shenk introduced tonight's guests: Mike and Grant Ridderhoff.

**DONATIONS:** Steve Himpel announced Randy Lennon donated the following items to the Chapter: 4 Railroad Magazines, 3 MERW Railroad Car Seals, 13 Railroad Books, 2 Railroad Timetables, and 5 Post Cards of the Railroad Museum of Pennsylvania (July 29, 1994). Pete Roller donated to the Chapter: 1950 Grif Teller PRR Calendar (framed), 1955 Grif Teller PRR Calendar (framed), 4 Railways Guides, 2 Railroad Books.

**CHRISTIANA FREIGHT STATION:** Tom Shenk thanked Doug Henry, who has been doing painting and staining at the Christiana Freight Station. Glenn Kendig brought his Speeder to the Christiana Freight Station for chapter members to see. Glenn is going to take the Speeder to the York Rail Trails to run it.

**CABOOSE:** Steve Himpel next project will be working on upholstering the seats inside the Caboose.

**OFFICES AND OFFICERS:** The Board that was approved by the Chapter membership at the October, 2019 meeting will all remain in their positions for another year serving until October, 2021. Glenn Kendig made the motion for all officers to keep their offices until October, 2021. Janice Russell seconded the motion. The Chapter Membership voted unanimously to keep the offices and officers.

**UPCOMING DATES:** Tom Shenk reported the Annual Chapter Banquet will be on Friday, November 20, 2020 at Enck's Banquet and Conference Center at Kreider Farm, 1461 Lancaster Road (Route 72) Manheim Pa. The doors for the Banquet will open at 5:30 p.m. and the meal will be at 6:00 p.m. **There will be NO OPEN HOUSE at the Christiana Freight Station in December.** The Chapter will still hold the annual Christmas Chapter Party on Monday, December 21. Chapter members can bring cookies, desserts etc. for the Christmas Party.

**ADJOURNMENT:** The Chapter Membership Meeting was adjourned at 7:50 p.m. Steve Himpel purchased a "Sorter and Viewer" Projector and showed slides for tonight's program.

*Respectfully submitted by Donetta M. Eberly Secretary*



Thanks to the Chapter for the Get Well card that you recently sent. It was much appreciated and very heartwarming.

I have a note regarding the Offices and Officers. I will not be serving as Editor until October, 2021. I agreed to prepare the

November, December and January issues of the Lancaster Dispatcher. After that, I'm going to step aside for health and family reasons. Thanks for allowing me to be your Editor for the past 15 years. - Ed



## LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS



## PENNSYLVANIA SUPREME COURT RULING COULD LEAD TO CHANGE OF SHORTLINE OPERATORS

LEWISBURG, PA, Oct. 5, 2020, Trains News Wire - A Pennsylvania Supreme Court decision could change who operates five short lines in the state. *PennLive.com* reports that the decision means a 2015 vote by the Susquehanna Economic Development Association-Council of Governments Joint Rail Authority, or SEDA-COG JRA, should have awarded a seven-year contract to operate the lines to Carload Express Inc. based in Oakmont, Pa. At issue in the case was what constitutes a majority vote by the agency; the court affirmed the 7-3 vote to award the contract was sufficient as a majority of those voting, even though it is less than a majority of the full 16-member board. The five lines in question, with a total of 200 miles of track serving 70 customers, are owned by SEDA-COG and currently operated by the North Shore Union Railroad Co., even though its contract expired in 2017; by agreement of all parties involved, that operation will continue until all litigation is resolved, and North Shore is suing a member of the SEDA-COG board for alleged unethical behavior. In an Oct. 6 statement, Carload Express CEO Mark Rosner said, "Since the start of the RFP process in 2014, Carload Express has been eager to serve the businesses and communities in Central Pennsylvania with its safe, high quality and customer focused service. ... We look forward to partnering with the JRA for industrial and economic development throughout the JRA's eight member counties."



## FREIGHTCAR AMERICA TO MOVE PRODUCTION TO NEW FACTORY IN MEXICO, SECURES \$40 MILLION LOAN

CHICAGO, Oct. 20, 2020, Trains News Wire - Rail equipment manufacturer FreightCar America will shift all manufacturing to Mexico as part of moves announced Monday. The company has completed purchase of its partner's 50% interest and now is sole owner of its new Castanos, Mexico, plant where it all railcar manufacturing will be based by February 2021. The company will close two U.S. plants. It secured a \$40 million loan with a global investment firm, and will add a member of that firm as one of two new members of its board of directors. The other new member will be Jesus Gil, general manager of the Castanos facility and a veteran of the railcar industry who has managed operations for two of FreightCar America's primary competitors. It will hold an online special meeting of stockholders to complete the loan funding by late November. "We exit a prolonged period when our business was hampered by high costs, sustained losses and a generally challenged competitive position," company president and CEO Jim Meyer said in a press release. "We now enter a new chapter, where our business will be supported by a single new production facility designed specific to our needs, a highly experienced and cost competitive workforce, and a significantly enhanced competitive profile that includes a \$25 million reduction in annual fixed costs achieved through the closures of our two facilities in Cherokee, Ala. ('Shoals'), and Roanoke, Va."

## THIS MONTH'S BANNER PHOTO

November 11 is Veterans Day. Thank a Veteran for the freedoms that we enjoy today.



## OPERATION LIFESAVER REMINDS YOU...

**DO NOT USE TRAIN TUNNELS OR BRIDGES AS A SHORTCUT.** When the train comes, you can be trapped or killed.

**"INSIDE THE BACK PAGE"**

**UPCOMING LANCASTER CHAPTER ACTIVITIES**

**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.**

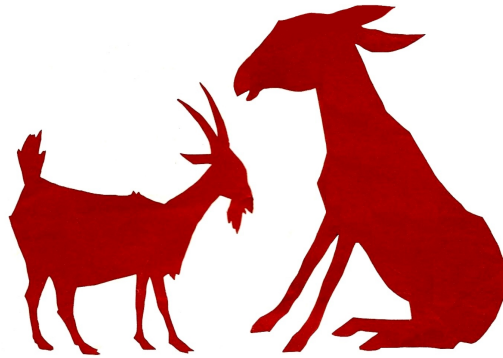
Order form for Banquet tickets is in this issue of *The Lancaster Dispatcher*.

**DECEMBER 21, 2020 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER CHRISTMAS PARTY**

Please bring cookies, desserts, etc. for the Christmas Party.

**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**



**ARMY-NAVY GAME**

**Special Pennsy Trains**

take you Direct to the Stadium

**Saturday, November 26**

Special Train

L.V. PAOLI . . . . .	10:35 am
" Daylesford . . . . .	10:37 am
" Berwyn . . . . .	10:39 am
" Devon . . . . .	10:41 am
" Stratford . . . . .	10:43 am
" Wayne . . . . .	10:46 am
" St. Davids . . . . .	10:48 am
" Radnor . . . . .	10:50 am
" Villanova . . . . .	10:53 am
" Rosemont . . . . .	10:55 am
" Bryn Mawr . . . . .	10:58 am
" Haverford . . . . .	11:00 am
" Ardmore . . . . .	11:02 am
" Wynnewood . . . . .	11:05 am
" Narberth . . . . .	11:08 am
" Merion . . . . .	11:10 am
" Overbrook . . . . .	11:12 am
AR. STADIUM . . . . .	11:40 am

Special Train

L.V. TRENTON . . . . .	10:25 am
" Levittown- Tullytown . . . . .	10:33 am
" Bristol . . . . .	10:40 am
" Torresdale . . . . .	10:50 am
" Frankford Jct. . . . .	11:00 am

Regular Train

L.V. CHESTNUT HILL . . . . .	10:46 am
" Highland . . . . .	10:47 am
" St. Martins . . . . .	10:48 am
" Allen Lane . . . . .	10:50 am
" Carpenter . . . . .	10:51 am
" Upsal . . . . .	10:52 am
" Tulpehocken . . . . .	10:53 am
" Cheltenham Avenue . . . . .	10:55 am
" Queen Lane . . . . .	10:57 am
AR. North Phila. Sta. . . . .	11:00 am
TRANSFER TO TRENTON SPECIAL	
L.V. North Phila. Sta. . . . .	11:10 am
AR. STADIUM . . . . .	11:50 am

**SPECIAL TRAINS RETURN IMMEDIATELY AFTER GAME FROM SAME PLATFORM AT WHICH THEY ARRIVE.**

Return tickets also good on any regular train, same day, from Suburban Station or Penna. Station.

**SPECIAL ROUND-TRIP FARE—PLEASE BUY YOUR TICKETS EARLY**

\$3.00 from all stations except: \$3.50 from Levittown-Tullytown and Bristol.  
\$4.00 from Trenton. Half Fares for Children 5-11 years

Special arrangements for large groups  
—phone 594-3693—in Philadelphia; EX 2-3101 in Trenton.



**Pennsylvania Railroad**

TRAIN FLYER FOR THE 1966 ARMY-NAVY GAME



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!

5:30 PM - DOORS OPEN 6:00 PM - DINNER SERVED PROGRAM

PROGRAM

SERVICE AWARDS AFTER THE MEAL

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

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

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**ANNUAL CHAPTER BANQUET**

**LANCASTER CHAPTER, INC., N.R.H.S.  
 ENCK'S BANQUET & CONFERENCE CENTER  
 AT KREIDER FARMS  
 1461 LANCASTER ROAD - ROUTE 72  
 MANHEIM, PA 17545  
 FRIDAY, NOVEMBER 20, 2020  
 STARTING AT 5:30 PM**

**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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