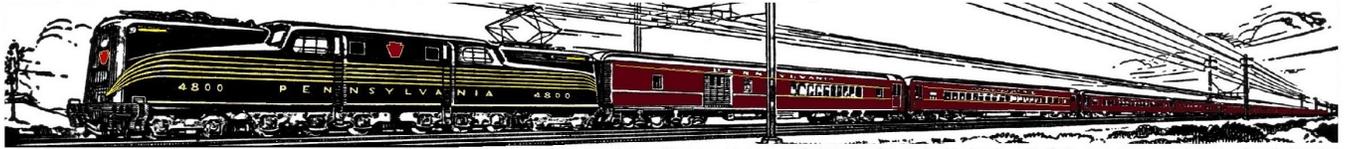


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SEPTEMBER 2020

ATLANTIC CITY America's Great Seashore Resort



PENNSYLVANIA RAILROAD



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.



AMTRAK PREPARES FOR NEW SIEMENS DIESEL LOCOMOTIVE FLEET

WASHINGTON, Aug. 5, 2020, Trains News Wire – Amtrak has released renderings of the first new Siemens ALC-42 locomotives that will replace the GE P42 fleet on its national network, including all long distance and many state-sponsored routes.

Five of the first six locomotives will have this version of the current Phase VI paint scheme, and one will be painted to recognize next year's 50th anniversary of the inauguration of Amtrak service. A final scheme will be unveiled later as part of a fleet-wide plan.

The ALC-42 series was developed by Amtrak with Siemens Mobility and is equipped with the latest safety systems, including positive train control and crash energy management. They have alternating current for a maximum speed of 125 mph. The 16-cylinder Cummins QSK95 engine is U.S. EPA Tier 4 emissions compliant to reduce nitrogen oxide by more than 89 percent and particulate matter by 95 percent, while providing a savings in diesel fuel consumption and reaching Amtrak sustainability goals.

The initial order of 75 new locomotives, first announced by Amtrak in December 2018, is expected to be delivered through 2024. Amtrak also has an option to order additional ALC-42 locomotives.

A full-color graphic is on *INSIDE THE BACK PAGE* of this issue.

AMTRAK ADDS BUSINESS-CLASS RESERVED SEATING ON ACELA

WASHINGTON, July 29, 2020, Trains News Wire - Amtrak will offer reserved seating in business class on Acela trains beginning Monday, Aug. 3, expanding the seat-selection program that had previously been available only in first class. The feature also allows passengers a look at the overall occupancy rate of a train. As part of social distancing efforts, Amtrak is currently offering only window seats; aisle and rear-facing table seats will be blocked from sale. Customers traveling together may sit together but will have designated reserved seats in other rows. Station and contact-center agents are able to modify seat assignments, as are customers. Amtrak began offering reserved first-class seating on Acela in 2018.

MORE THAN 500 ACCEPT AMTRAK BUYOUTS

WASHINGTON, July 27, 2020, by Bob Johnston, Trains News Wire — More than 500 management and union employees are accepting buyout offers to leave Amtrak as part of the company called a “self-help” effort to defray the

financial impact of revenue losses from the COVID-19 pandemic. Last Friday, July 24, was the final day for many of those departing.

The one-time payouts to 284 union and 227 management employees average about \$33,000, Amtrak spokeswoman Christina Leeds tells *Trains News Wire*. That puts the total expenditure at \$16.83 million. She says 4,369 people were eligible; the offer was not available to workers deemed essential to running the business.

More than 80% of the participants will receive the money by Sept. 30, the end of this fiscal year, while 10% of the expense will be carried into fiscal 2021 for accounting purposes.

Leeds says the buyout includes 90 transportation employees and 37 involved in actual train operations. An internal company list obtained by *Trains News Wire* shows 357 names in the “Operations” category; 37 in “Administration;” 22 in “Information Technology;” 17 in “Safety, Health, and Environmental;” 15 each in “Finance” and “Human Resources;” seven in “General Counsel and Corporate Secretary;” five in “Strategy and Planning;” and two in the “Government Affairs and Corporate Communications” categories.

Congressional proposal could avert more cuts

Amtrak previously received \$1 billion in emergency aid from Congress to carry it through September. For fiscal 2021, beginning on Oct. 1, the company in late May requested \$1.475 billion in aid in addition to \$2 billion in its pre-pandemic annual funding request. Even with the additional funding, management told Congress it would need to cut its workforce by 20% and reduce all-long-distance trains except Auto Train to tri-weekly operation. The staff reductions reflect internal estimates that Amtrak in fiscal 2021 would, at best, generate only 50% of its 2019 income, requiring proactive moves to become “a much smaller company.” In Town Hall meetings with employees, management indicated it would see how many people accepted buyouts before determining what additional layoffs would be needed.

Leeds said the buyouts were “not enough to achieve the cost savings we are going to need in fiscal 2021. Given this, we are in the process of evaluating what involuntary separation actions are necessary for management employees ... and it is very likely that furloughs will be necessary for agreement [union] employees.”

Further cuts to the workforce and long-distance train reductions could be avoided if a proposal in the House of Representatives passes both houses of Congress and is signed by President Trump, according to a letter from Amtrak CEO William Flynn to the House Subcommittee on Transportation, Housing and Urban Development. That proposal would provide \$10.05 billion in operating, infrastructure, and COVID-19 aid.

Management structure reorganized

Management's course of action isn't clear if the appropriation falls short of the \$10.05 billion figure, but in any case, the company quietly reorganized the top of its organization chart on July 14, according to an internal advisory obtained by *Trains News Wire*.

All operating, government affairs, and revenue-generating departments now report to Flynn through Stephen Gardner, executive vice president and chief operating and commercial officer. Directly reporting to Flynn are officers in charge of safety, finance, human resources, legal, and information. Former Executive Vice President and Chief Administration Officer D. J. Stadler, one of the last holdovers from late CEO Joe Boardman's executive team, “elected to utilize the voluntary separation incentive program,” according to the advisory.

Where does this leave Amtrak's institutional knowledge? A 2017 job reduction initiative under then Co-CEO's Wick Moorman and Richard

Anderson thinned the ranks of managers with years of experience. Those departing had assessed tradeoffs between growing passenger rail patronage and managing costs, cultivated relationships with states and host railroads, and learned to appreciate the unique skill sets mechanical, operating, and on-board service personnel acquire over years on the job.

Experience lost in buyouts

"I've come through tough financial situations but I've never done a buyout," former Amtrak President David Gunn tells Trains News Wire. "If you don't control who goes, what happens is you lose the best people because they see limited career opportunities in their future and believe they can make a difference where their talents are appreciated." Gunn came to Amtrak in 2002 when the company was on the brink of bankruptcy. He was fired three years later when his operating philosophy clashed with that of Norman Mineta, Transportation Secretary under President George W. Bush, and with the Amtrak board of directors' desire to split Northeast Corridor operations from the rest of the system.

Among notable individuals accepting buyouts:

— Vice President of Transportation Mike DeCataldo Jr., a 25-year veteran. He is replaced by Shawn Gordon, who joined Amtrak in 1993 as a locomotive engineer and has risen to Assistant Vice President of Transportation of Amtrak's Southeast Division

— Vice President and Chief Mechanical Officer Charlie King, who took over from former CMO Mario Bergeron in 2017 when Bergeron went to VIA Rail Canada. Amtrak has appointed George Hull from rolling stock engineering as an interim replacement.

— Joe McHugh, currently Amtrak's vice president of state-supported business development, who has worked the government affairs beat for 26 years.

— Al Walton, Jr., a veteran route planner involved with the Sunset Limited's extension east of New Orleans in 1993.

— Griff Hubbard, the Longview, Texas, station manager. He worked with Texas Eagle Marketing and Performance Organization members to develop a local revenue management team that for 18 years tracked and managed Texas Eagle coach and sleeping car inventory to maximize revenue, at no additional cost to Amtrak. Those tasks were re-centralized by Anderson in 2017.

Regional marketing staffs and functions were also eliminated in 2016's buyout and restructuring. Since, promotion has been limited largely to fare sales, Facebook posts, and Twitter feeds. The marketing loss figures to be felt even more acutely should Amtrak find itself trying to regain long-distance passengers lost through the end of daily service.

CHECKPOINT PENN

NEW YORK, Aug. 7, 2020, Trains News Wire - New York City's "Test & Trace Corps," the city's newest agency, is setup at Penn Station to screen incoming passengers, *CNBC* reports. The agency began the practice at Penn Station and the Port Authority Bus Terminal on Thursday. As of Friday, the state has ordered travelers from 34 states and Puerto Rico to quarantine for 14 days upon arrival in the city.

AMTRAK CRITERIA FOR RESTORING LONG DISTANCE SERVICE

WASHINGTON, Aug. 11, 2020, Amtrak News - Amtrak is committed to operating a national rail network that serves customers across the United States.

In response to the COVID-19 pandemic, we have already made temporary reductions in service frequency to our Northeast Corridor (NEC) and State Supported services. We are now extending similar temporary reductions to most of our Long Distance routes, effective October 1.

To be clear, our temporary reductions and subsequent plan to restore this service are dependent on sufficient federal assistance (at least \$3.5 billion in FY21 assuming a 50% systemwide ridership level, but additional assistance could be required if ridership does not reach this level), but in order to best

protect our passengers' and employees' health, and to make the best possible use of limited taxpayer investment, we will consider the following metrics to decide when to restore each affected Long Distance service:

1. Public Health — Is the COVID-19 pandemic under control?

o - Amtrak will assess COVID-19-related hospitalization rates in the regions through which a given Long Distance route operates. If those rates are stable or declining as of February 15, 2021, this condition will be met.

2. Future Demand — Are customers booking trips near the same rate as in 2020?

o - Amtrak will compare advance bookings for June 2021 (as of February 15, 2021) to advance bookings for June 2020 (as of February 15, 2020). If the percentage of available seat- and room-miles booked in 2021 is at least 90% of the 2020 percentage, this condition will be met.

(Note that calculations of availability for 2021 will reflect any caps on ticket sales to promote social distancing, as well as any other relevant measures adopted to minimize COVID-related risks.)

3. Current Performance — Is ridership close to our projections in our operating plan?

o - Amtrak will compare systemwide ridership levels for the fall (Q1 of FY 2021) with our FY 2021 operating plan, which already accounts for reduced ridership due to COVID. If the number of passengers is at least 90% of the projected figure, this condition will be met.

If all three conditions are met for a given Long Distance route, then in February 2021, we will begin working to restore service along that route. Depending on the particular route, that restoration could be complete as early as late May, and no later than June 30, 2021. If any route is not yet ready to be restored when we conduct our review, we will apply an updated version of the criteria described above as part of the FY 2022 planning cycle (or sooner, in the event of dramatic improvement in demand prior to that point).

Before the pandemic, 4.6 million of our 32 million annual passengers traveled on Amtrak's Long Distance routes. COVID-19 has changed a lot, at times causing our total ridership to drop by more than 95% from FY 2019 levels—but Amtrak is still America's Railroad, and we are still committed to serving our customers and connecting communities across the nation.

What Long Distance trains are impacted?

Amtrak operates 15 Long Distance routes. Two of them (the *Cardinal* and the *Sunset Limited*) already operate three times per week. The *Auto Train* will not reduce its operations. The 12 routes that will be adjusted are: *California Zephyr*, *Capitol Limited*, *City of New Orleans*, *Coast Starlight*, *Crescent*, *Empire Builder*, *Lake Shore Limited*, *Palmetto*, *Silver Meteor*, *Silver Star*, *Southwest Chief*, and *Texas Eagle*. All these routes will operate three times per week except for the *Silver Meteor*, which will operate four times a week in order to maintain daily service at points it serves in common with the *Silver Star*.

AMTRAK PARTNERS WITH WAZE TO ANNOUNCE GLOBAL ROLLOUT OF RAILROAD CROSSING ALERTS

WASHINGTON, Aug. 12, 2020, Amtrak MEDIACENTER— Amtrak has partnered with Waze, the platform bringing together communities on and off the road, to announce a new feature that will provide alerts to users approaching a railroad crossing. This feature is unique to Waze and puts drivers' safety first, helping them return to the roads by highlighting the potential risks associated with driving over railroad crossings.

"Being able to warn motorists that train tracks are ahead is a great contribution to public safety that will positively impact the rail industry nationwide," said Amtrak Police Chief Sam Dotson. "We applaud Waze for helping drivers identify railroad tracks further encouraging them to follow state laws at grade crossings, especially where no active warning devices exist like gates, bells or flashing lights. Most importantly, we believe that these audible and visual alerts will start saving lives immediately."

The decision to add railway crossing alerts to the Waze map follows

recommendations from both the US senate and the US National Highway Traffic Safety Administration (NHTSA) to app-based navigation platforms like Waze that doing so can help contribute to the efforts to reduce the number of drivers involved in railroad crossing fatalities. The US Federal Railroad Administration also championed this feature and provided valuable insights as Waze used their publicly available database of US railway crossings.

The new feature will automatically alert drivers using the latest version of Waze on Android or iOS that they are approaching a railroad crossing. A banner will appear on the Waze app highlighting the crossing and encouraging the driver to approach with caution.

“The Railroad Crossing feature is a result of a cross-industry, cross-sector collaboration, both internally within Waze and the community, working together to help fellow drivers map out all highway-railroad intersections,” said Dani Simons, Head of Public Sector Partnerships, Waze. “This feature exemplifies Waze’s commitment to building for its Driving app, being the first to implement features and emphasizes our focus on safety.”

This feature is available on Android and iOS. For more information visit www.Waze.com.

AMTRAK UPDATES WEBSITE, APP TO SHOW HOW FULL A TRAIN WILL BE

WASHINGTON, Aug. 12, 2020, Trains News Wire - Amtrak has updated its website and smartphone app to provide real-time information on a train’s capacity. Searches for train information when booking will now display an icon indicating how full the train will be (for example, 50% full). Since ticket sales are limited to promote physical distancing because of COVID-19, the figure indicates the number of seats available for sale, rather than the total number of seats on a train. The updated Amtrak app also includes gate and track information at selected stations.

Departure Fri, Aug 14

NYP → WAS | Compare Fares

<p>89 Palmetto</p>	<p>DEPARTS</p> <p>6:02_a</p> <p>50% full</p> <p>3h 28m</p>	<p>ARRIVES</p> <p>9:30_a</p> <p>Details</p>
<p>51 Cardinal</p>	<p>DEPARTS</p> <p>6:45_a</p> <p>90% full</p> <p>3h 30m</p>	<p>ARRIVES</p> <p>10:15_a</p> <p>Details</p>
<p>2107 Acela</p>	<p>DEPARTS</p> <p>7:00_a</p> <p>20% full</p> <p>2h 59m</p>	<p>ARRIVES</p> <p>9:59_a</p> <p>Details</p>
<p>79 Carolinian</p>	<p>DEPARTS</p> <p>7:25_a</p> <p>70% full</p> <p>3h 20m</p>	<p>ARRIVES</p> <p>10:45_a</p> <p>Details</p>

AMTRAK ANNOUNCES POSITIVE TRAIN CONTROL COMPLETION

WASHINGTON, Aug. 13, 2020. Amtrak MEDIACENTER — Amtrak has reached a major milestone in Positive Train Control (PTC) implementation on all Amtrak-owned or controlled tracks. The final piece of the project recently concluded with installation on approximately one mile of slow-speed track in the complex Chicago terminal.

“Completing PTC installation and implementation is a key component of Amtrak’s overarching commitment to the safety performance of intercity passenger rail for our customers, employees and the communities we serve,” said Amtrak Executive Vice President Chief Safety Officer Steve Predmore. “As leaders in PTC installation, Amtrak is pleased to achieve this milestone, and we will continue to work together with all of our partners to improve safety across the rail network.”

Amtrak continues to work with partners throughout the industry to advance this system on host infrastructure. Amtrak is also working with tenant railroads that operate over Amtrak’s infrastructure to complete interoperability testing and is on target for all tenant trains to be operating with PTC before the federal mandate.

Amtrak PTC Implementation by the numbers

To date, Amtrak has made progress implementing PTC across the routes and equipment we control for the following:

- All (550) Amtrak owned locomotives are fully equipped and PTC operable
- All (11) installation/track segments completed
- All (160) radio towers fully installed and equipped
- All employees who require training to support PTC operations have completed training
- 898 of 898 route miles are in PTC operation

BRIGHTLINE SEVERS TIES WITH VIRGIN, WILL RETAIN CURRENT NAME, IMAGE

MIAMI, Aug. 8, 2020, Trains News Wire - Florida passenger operator Brightline says it has ended its agreement with Richard Branson’s Virgin Enterprises and will retain its Brightline name and image, although Virgin may challenge termination of the two companies’ licensing agreement. Forbes reports that Brightline reported the move in its monthly operating report, saying it will operate as Brightline Trains LLC and “Virgin has no remaining affiliation with us, our parent or its affiliate.” The report says Brightline delivered its termination notice on July 29, and that “Virgin has disputed the validity of the termination notice.” Branson told Forbes earlier this year that Virgin had not invested in Brightline but was interested in doing so. The two companies signed a marketing agreement in late 2018, but a spring 2019 rebranding of MiamiCentral station was the only portion of Brightline’s operation to ever reflect the planned change to Virgin Trains USA. The pandemic has taken a toll on Virgin Group-related companies: airline Virgin Atlantic filed for bankruptcy earlier this week, while Virgin Australia announced a restructuring including major job cuts and the shuttering of its low-cost affiliate. Brightline has its own pandemic challenges — its Florida operations have been shut down since March — but the company continues to work on its expansion to Orlando and its plans for high speed service between Southern California and Las Vegas.

CP: “WE’RE BACK” ON THE ATLANTIC OCEAN

Aug. 11, 2020, Written by Andrew Corselli, Managing Editor, Railway Age - Canadian Pacific (CP) officially launched its international intermodal service through the Port of Saint John, N.B. the morning of Aug. 11. The inaugural train carried containers from the Hapag-Lloyd vessel Detroit Express bound for intermodal terminals on the CP network in Canada and the U.S.

CP originated westbound train 251-11 for the Montreal region at Brownville Junction, Maine, with the first Port of Saint John containers on connection from the New Brunswick Southern (NBSR) and Eastern Maine (EMRY) railways. From Montreal, CP will move containers from the vessel Detroit

Express on connecting trains to destinations that include Toronto, Winnipeg, Calgary, Edmonton, Vancouver, Chicago and Minneapolis.

The first eastbound intermodal train to the Port of Saint John departed Montreal on Friday, Aug. 7.

CP gained access to the Port of Saint John via its purchase of the Central Maine & Quebec Railway (CMQ), completed in June. CP "has committed to investing \$90 million over three years into the CMQ property to enhance safety and efficiency over the corridor. Complementing that investment is the port's \$205 million West Side Modernization project, which includes a new wharf, a terminal upgrade and a deeper shipping channel."

CP said it anticipates that by year's end it will be able to offer 24-hour service between Saint John and Montreal.

"The new Port of Saint John service offers shippers a compelling value: a congestion-free port with a world-class operator, matched with CP's Precision Scheduled Railroading model," said Keith Creel, CP President and CEO. "CP has been without access to a deep-water Atlantic Ocean port for a quarter-century, and today I'm pleased to deliver a simple message: We're back."

"The Port of Saint John connection gives us the rare opportunity to offer shippers a truly new and extremely compelling service to reach North American markets," said Jonathan Wahba, CP VP Sales and Marketing Intermodal and Automotive. "With a world-class terminal operator in DP World and CP's investment in the CMQ, our customers will enjoy an unmatched value proposition that will benefit beneficial cargo owners for years to come."



FOOTE TO RECEIVE 2020 RAILROAD INNOVATOR AWARD

Progressive Railroading and RailTrends® have named CSX President and Chief Executive Officer James Foote the 2020 recipient of the Railroad Innovator Award, which recognizes an individual's outstanding achievement in the rail industry.

A longtime railroader, Foote joined CSX in October 2017 as the railroad's executive vice president and chief operating officer. As COO, he aligned the Class I's operations and sales and marketing departments to advance the precision scheduled railroading (PSR) model introduced at CSX by the late E. Hunter Harrison. Since taking the railroad's reins in late December 2017, Foote has focused on safety and service, transitioning CSX into the next PSR phase.

"In doing many of the things Jim said he would do, he has led CSX past PSR 1.0 into 2.0, what I call the Post-Hunter Railroad, or PHR," says independent transportation analyst Tony Hatch, who is program consultant for the annual RailTrends conference. "While he follows some great rail leaders, it is Jim who has finally taken CSX to industry leadership."

Foote began his railroad career in the mechanical department at the Soo Line Railroad. Later, he joined the Chicago and North Western Railroad, where he held senior positions in finance, law, labor relations and corporate communications, eventually becoming VP of corporate development, investor relations and tax. In 1995, Foote joined CN and ascended through roles of increasing responsibility, eventually being named EVP of sales and marketing in 1999. He was serving in that capacity in 2003, when CN named Harrison CEO and began implementing PSR.

Foote will receive the award during RailTrends 2020, which will be held Nov. 19-20 at the New York Marriott Marquis in New York City.



NORFOLK SOUTHERN REPORTS SECOND-QUARTER 2020 RESULTS

NORFOLK, VA., July 29, 2020, Norfolk Southern News - Norfolk Southern Corporation (NYSE: NSC) today reported second-quarter

financial results.

Second-quarter net income was \$392 million, diluted earnings per share were \$1.53 and the operating ratio was 70.7 percent.

"In a period when working safely and delivering for our customers was abruptly redefined, our employees responded by protecting each other and innovating to serve rapidly evolving freight demand. Underscoring our commitment to shareholder value, we forged ahead with our ongoing transformation by further reducing our hump yard footprint, achieving fuel efficiency gains, and increasing train size. These are astounding achievements while managing the unprecedented economic disruption and public health crisis," said James A. Squires, Norfolk Southern chairman, president and CEO. "We are mobilized and driven to meet the challenges and opportunities that lie ahead, and we will continue to create collaborative change and relentlessly pursue increased productivity as a leading supply chain partner throughout the economic recovery and beyond."

Second-quarter summary

Railway operating revenues of \$2.1 billion decreased 29 percent compared with second-quarter 2019, driven by a 26 percent decline in total volume.

Railway operating expenses of \$1.5 billion decreased 21 percent compared with second-quarter 2019, driven by lower fuel, compensation and benefits, and purchased services expenses.

Income from railway operations was \$610 million and the operating ratio was 70.7 percent.

LOCOMOTIVE GIFT FROM NORFOLK SOUTHERN TO SUPPORT ALTOONA PROGRAM

ALTOONA, Pa., July 28, 2020, Penn State News — Penn State Altoona has received an in-kind gift from Norfolk Southern that will enhance the college's Rail Transportation Engineering (RTE) program curriculum.



THE SD60I FREIGHT LOCOMOTIVE, "PSU 2020," DONATED TO PENN STATE ALTOONA BY NORFOLK SOUTHERN. IMAGE: COLLIN REINHART

The gift is a SD60i freight locomotive originally built by General Motors for Conrail in 1995. Norfolk Southern took ownership of the locomotive in 1999 and has now gifted it to Penn State Altoona with the unit number: "PSU 2020." Although the diesel electric locomotive will not be operational, it will be used to teach

students about locomotive parts, where components are located, and how they fit together. In the Railroad Operations & Safety course, students will learn about the basics of controls in the cab of the locomotive and learn to identify major locomotive components. In the Railroad Communications & Signals course, students will gain exposure to vehicle-based components that are interconnected to railroad signal systems. In the Railroad Mechanical Practicum, students will participate in lab exercises with the locomotive to learn about air brake systems, diesel engines, traction motors, cooling systems, and trucks/suspension.

"The locomotive is to our RTE students as a cadaver is to medical students," stated Bryan Schlake, assistant teaching professor in rail transportation engineering. "Our students will get to really roll up their sleeves and learn the inner workings of a diesel electric locomotive. I don't know of any university in the country that can offer this type of in-depth education in locomotive function and design."

Additionally, various electro-mechanical engineering technology courses and independent study courses could benefit from using the locomotive. Schlake says there are also opportunities for outreach with the SD60i including

developing K-12 educational videos and tours of the locomotive during future engineering summer camps.

Further, Penn State Altoona faculty are exploring a variety of research use cases for this locomotive that may include immersive learning, augmented reality, equipment location tracking, and radio communications.

The locomotive is housed at Curry Rail Services (CRS) in Hollidaysburg at no cost, and CRS has also offered to paint the locomotive as a gift to the RTE program. Penn State Altoona's AREMA (American Railway Engineering and Maintenance-of-Way Association) student chapter is holding a design contest to develop a paint scheme.

Philip Merilli is the retired vice president of engineering for Norfolk Southern. A fourth-generation railroader from Altoona and a Penn State alumnus, Merilli says it has been an honor to be part of the RTE program at Penn State Altoona through its advisory board. "When the opportunity arose to further support the program with a locomotive for learning, I was happy I could make the connections necessary to enable it. There is no doubt that this donation will lead to more opportunities for future railroad engineers to be better equipped to enter and advance the industry."



**NJ TRANSIT APPROVES AGREEMENT
TO REPLACE PORTAL BRIDGE,
NORTHEAST CORRIDOR TROUBLE
SPOT**

NEWARK, NJ, July 28, 2020, Trains News Wire - An agreement to replace New Jersey's infamous Portal Bridge on the Northeast Corridor is finally in place. *NJ.com* reports that the NJ Transit board of directors has unanimously approved an agreement with Amtrak, owner of the bridge, to replace the 110-year-old swing bridge over the Hackensack River between Kearny and Secaucus, N.J. Monday's agreement could mean a groundbreaking next spring for the replacement project. The unreliability of the bridge, which sometimes fails to lock back into place after it is opened, has often led to delays for NJ Transit and Amtrak passengers. The problems led to a tongue-in-cheek GoFundMe campaign for a replacement, limits on when the bridge could be opened, and finally, an agreement for Federal Transit Administration funds that helped make Monday's agreement possible.

**NJ TRANSIT CANCELS TRAINS, EXPANDS PTC TESTING AS DEADLINE
LOOMS**

NEWARK, NJ, Aug 13, 2020, Trains News Wire - NJ Transit has expanded positive train control testing this week, cancelling dozens of trains in an effort to complete PTC installation by the end of the year — a deadline the Federal Railroad Administration says it is in danger of missing. *NJ.com* reports that 63 trains did not operate Monday and Wednesday on the commuter agency's Northeast Corridor, North Jersey Coast and Raritan Valley lines, as PTC is tested with empty trains prior to the start of revenue service demonstration, the final step in the testing process. An NJ Transit spokeswoman told the news site that the unoccupied trains are being used for PTC testing because ridership remains at just 20% of normal levels. The FRA said in a quarterly update issued Tuesday that NJ Transit and New Mexico's Rail Runner Express are at risk of missing the Dec. 31 deadline.



**DRPA/PATCO UNVEIL PLANS FOR
UNPRECEDENTED 22-MEGAWATT SUNPOWER
SOLAR ENERGY PROJECT**

ASHLAND, NJ, Aug. 5, 2020, PATCO Press Release - Today, representatives from the Delaware River Port Authority (DRPA), Port Authority Transit Corporation (PATCO) and SunPower Corporation (NASDAQ: SPWR) gathered with public officials at PATCO's Ashland Station in Voorhees, New Jersey to officially unveil plans and highlight work to date for the 22-megawatt (mw) solar energy project — one of the largest transportation-related alternative energy initiatives in the Greater Philadelphia region.

The solar generation technology includes installation of more than 50,000 solar panels along with 133 high-efficiency solar photovoltaic parking

canopies at seven sites: PATCO's Ashland, Lindenwold, Woodcrest and Ferry Avenue Stations; Commodore Barry Bridge, Betsy Ross Bridge and DRPA's headquarter building, One Port Center.

With an expected 2021 completion date, the project is expected to provide more than 50% of the total electricity consumption through solar energy for the DRPA and PATCO. The initiative is funded through a 20-year power purchase agreement (PPA) pursuant to which DRPA will purchase all electricity generated by the project. This enables DRPA to purchase the reliable solar-generated electricity at a fixed, pre-determined rate that is lower than the cost of traditional electricity energy typically generated by burning fossil fuels. DRPA is expected to save up to \$12 million over the 20-year term.

The project is expected to produce approximately 27 million kWh in the first year of production which is enough solar energy to offset: greenhouse gas emissions from 4,181 passenger vehicles driven for one year; CO2 emissions from more than 2 million gallons of gasoline consumed and the burning of more than 21 million pounds of coal.



SALE OF PAPER TICKETS - SINGLE AND 10 TRIP ENDING

Effective Friday, October 2, 2020

With the launch of the SEPTA Key Card Travel Wallet feature for Regional Rail, the sale of paper tickets - single trip and 10 trip strips will end effective Friday, October 2, 2020

A Key Card is a convenient, contactless way to pay your fare. Travel Wallet funds never expire and always offer the lowest price fare option whenever you travel

Paper tickets will continue to be accepted through the valid date stamped on the back

Buy a SEPTA Key Card

Key Cards can be purchased at all SEPTA Sales Offices including outlying station Ticket Offices

Register your Key Card to protect your Travel Wallet funds in the event your Card is ever lost or stolen. The \$4.95 purchase cost will be credited back to your Card if you register it within 30 days of purchase

Travel Wallet Load Options

Contactless

SEPTAKey.org

SEPTA Key app

SEPTA Key Customer Call Center (1.855.567.3782) - agent or automated system

Set up an auto-load account and your Travel Wallet funds will be automatically reloaded without having to wait in line

In-Person

Regional Rail Center City/Outlying Station Sales Offices

Center City Station Fare Kiosks

Transit Sales Offices & Station Fare Kiosks

Authorized External Retailers (non-SEPTA)

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN SEPTEMBER

Sep. 16, 1901 - Pres. McKinley's six-car PRR funeral train departs Buffalo at 8:57 AM; separate Pullmans are provided for the press, for Congressional dignitaries, for Pres. Roosevelt and his cabinet, and for the McKinley family, with Pullman 8 section-observation lounge *Pacific* fitted with a bier; arrives in Washington at 8:38 PM for a lying-in-state at the White House.

Sep. 18, 1906 - Electrified service (600 volt, d.c.) begins between Camden and Atlantic City via Newfield; includes adding double track between Newfield and Atlantic City; trains run hourly between 7:00 AM and 11:00 PM; uses fleet of 68 wooden MU cars with trolley poles and third rail shoes; third rail is used between Camden Terminal and Haddon Avenue and between Westville and Atlantic City; trolley wire is used on at-grade trackage in built-up areas between Haddon Avenue and Westville; only express service offered at first; electrification designed by George Gibbs of Westinghouse.

Sep. 15, 1911 - New Baltimore Union Station opens; designed by Kenneth M. Murchison; design is similar to his DL&W station at Scranton; exterior of pink Milford granite similar to Penn Station in New York; Bush train shed covers seven tracks; renamed Pennsylvania Station in 1928.

Sep. 27, 1916 - PRR Board appropriates \$1.5 million to acquire property for large new freight yard between Waverly and Newark Bay Bridge;

Sep. 25, 1921 - Mail train No. 11, consisting of 7 mail cars and a rider combine, rear ends freight extra No. 7468 West inside Gould Tunnel west of Steubenville; engineer of first locomotive and conductor of freight train killed; 9 injured; line blocked for 28 hours; caused by false indication on block signal.

Sep. 26, 1926 - The *Red Arrow* established westbound, all-first class train, New York to Detroit.

Sep. 8, 1931 - Last run of summer-only passenger service between Harrisburg and Lebanon; last passenger service between Conewago and Lebanon.

Sep. 1936 - PRSL ends service over the Riddleton Branch between Daretown and Oakland; revived briefly in 1940 as a freight detour.

Summer 1941 - ICC authorizes Pennsylvania Greyhound Lines, Inc., to operate local service between Lancaster and Harrisburg via Elizabethtown, and from Baltimore to Fort Meade and Laurel.

Sep. 14, 1946 - LIRR restores names to East End resort trains: the *Peconic Bay Express* to Greenport and the *Cannon Ball, Hampton Express, Shinnecock Express, South Shore Express, and New York Express* to Montauk.

Sep. 11, 1951 - Lima Works of Baldwin-Lima-Hamilton Corporation turns out its last locomotive, PRR center-cab 2,500 HP transfer unit No. 5683; all locomotive work is concentrated at Eddystone.

Sep. 1956 - PRR halts R&D Dept. project with Pullman-Standard to develop "Adapto", 4-wheel, low-body TOFC flat car that will clear Baltimore and Virginia Avenue tunnels without expensive clearance improvements.

Sep. 4, 1961 - *Northern Arrow*, summer-only weekend train between Cincinnati and Mackinaw City, makes its last run; last PRR train on this ex-GR&I route; last run of sleeping cars between Mackinaw City and Cincinnati, St. Louis and Chicago; agriculture in northern Michigan has collapsed since 1945, leaving little other traffic.

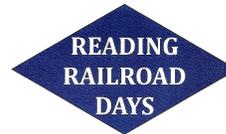
Sep. 30, 1966 - Last run of a PRSL or PRR passenger train (Camden-Millville and Camden-Pemberton) from Broadway Station, Camden; last passenger service between Broadway and "CENTER" Tower; former Amboy Division main line abandoned between "CENTER" Tower and Delaware River; PRSL South Camden Branch connected with former PRR trackage to form a continuous belt line along the Delaware River from "BROWN" Tower to Coopers Point.

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

NOTICE

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

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



Railroad Museum of Pennsylvania

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

Sunday, Aug. 30 – Saturday, Sept. 5, 2020 - Reading Railroad Days
Saturday, Sept. 12, 2020 - Railroad Heritage Day - PRRT&HS participating.
Saturday, Sept. 12, 2020 - Railroading Merit Badge Workshop
Saturday, Sept. 26, 2020 - Members Day
Sunday, Oct. 4, 2020 - Garden Railways Tour
Saturday, Oct. 17, 2020 - Trains & Treats
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
1-866-725-9666**

Various through Saturday Nov. 14, 2020 - Wine & Cheese Train
Friday-Monday, Sept. 11-14, 2020 - Day Out With Thomas, Percy, Mavis, and Rusty
Friday, Oct. 16, 2020 - Photo Event 2020, "Return of the Plymouth"
Friday & Saturday, Oct. 16-17, 2020 - Photo Event 2020, "Steam Strikes Back"
Saturday, Oct. 17, 2020 - Jesse James Great Train Robbery
Friday-Sunday, Oct. 30-Nov. 1, 2020 - Day Out With Thomas, Mavis, and Rusty
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



**WANAMAKER, KEMPTON & SOUTHERN
42 COMMUNITY CENTER DRIVE
KEMPTON, PA 19529
WWW.KEMPTONTRAIN.COM
610-756-6469**

Friday-Saturday, Sept. 4-5, 2020 - The Great Kempton Train Robbery
Friday, Sept 18, 2020 - Flavors of Fall Wine & Cheese Train
Saturday, Oct. 3, 2020 - Harvest Moon Special
Sunday, Oct. 4, 2020 - WK&S Pink Ribbon Express
Saturday, Oct. 17, 2020 - Oktoberfest Beer & Bratwurst
Saturday-Sunday, Oct. 18, 24-25, 2020 - Pumpkin Patch Train
Sunday, Nov. 1, 2020 - Bow Wow Express
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
302-998-1930

Saturday, Sept. 12, 2020 - Journey Back In Time - PRR Doodlebug
Saturday, Sept. 12, 2020 - Cocktails & Chocolate Local
Saturday, Sept. 19, 2020 - Oz Express
Friday, Sept. 25, Oct. 30, 2020 - Brews On Board
Saturday, Sept. 26, 2020 - Paranormal Express - PRR Doodlebug
Saturday, Sept. 26, 2020 - Piedmont Prospector - PRR Doodlebug
Friday, Oct. 9, 16, 23, 2020 - Hayride Express
Saturday, Oct. 10, 2020 - Wine & Cheese 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
Sunday, Nov. 1, 2020 - Shakespeare, Poe & Fiends
Friday, Nov. 6, 2020 - Paranormal Express - PRR Doodlebug
Saturday, Nov. 7, 2020 - Salute to Veterans
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



WITH A SPLASH OF GRAPE JUICE, EAST BROAD TOP RETURNS TO OPERATION

ROCKHILL FURNACE, Pa., Aug. 13, 2020, By Wayne Laepple, Trains News Wire — On Aug. 13, 1960, Millie Kovalchick smashed a bottle of Canada Dry ginger ale on the front coupler of East Broad Top Railroad 2-8-2 No. 12, officially reopening the East Broad Top as a tourist carrier. Sixty years to the day later, Millie Kovalchick Linsky did it again — this time with white grape juice — to reopen the beloved narrow gauge line for the third time.



MILLIE KOVALCHICK LINSKY BREAKS A BOTTLE OF WHITE GRAPE JUICE OVER THE FRONT COUPLER OF EAST BROAD TOP No. 12 — "MILLIE," THE LOCOMOTIVE NAMED FOR HER — RE-ENACTING HER CHRISTENING OF THE ENGINE ON AUG. 13, 1960 - WAYNE LAEPPLE

The ceremony, held under a hot sun with three generations of the Kovalchick family looking on, as well as over 100 local residents, employees, and Friends of the East Broad Top, marks the debut of the East Broad Top Foundation's operation of the storied narrow

gauge railroad.

During his brief remarks, former EBT president Joseph Kovalchick, whose father Nick bought the railroad in 1956 shortly after it closed down, reminded the audience of how his father "carried the torch for the EBT from 1956 until

his death in 1977." Kovalchick said he was proud to have carried on the family tradition from 1977 until 2011. He also presented the deed for 25 additional acres of land in the area to Henry Posner, chairman of the East Broad Top Foundation, Inc., which purchased the railroad from Kovalchick in February.



GAS-ELECTRIC CAR M-1 AND OFFICE CAR No. 20, ORBISONIA, MAKE THE FIRST OFFICIAL PASSENGER TRIP ON THE REOPENED EAST BROAD TOP. THEY ARE SHOWN NEAR THE ENYART ROAD CROSSING, THE END OF REHABILITATED TRACK - WAYNE LAEPPLE

The program then moved to the roundhouse, where engine No. 16 was parked outside. "We're returning to an earlier tradition of the East Broad, that of naming locomotives after important people," Posner announced, as general manager Brad Esposito unveiled the side of the engine's cab, revealing the name "Nick" in script beneath the number. "This is a copy of Nick's actual signature," Posner said.

A short while later, the EBT's famous gas-electric car M-1 and presidential coach No. 20 Orbisonia made the first official passenger trip, with the Kovalchick family and other dignitaries aboard. The train ran only about three-quarters of a mile north to Enyart Road, as far as track repairs have progressed. After the train backed to Orbisonia Station, GE diesel M-5 led the first public train since December 2011. Additional trains were scheduled for Thursday afternoon, Friday, and on the weekend.

Though the EBT's iconic 2-8-2s were cold, several were on display, with Nos. 12 and 15 near the station; Nos. 17 and 18 in the yard, coupled to cuts of cars; No. 16, outside the roundhouse, stripped down for its pending FRA boiler inspection; and No. 14 occupying stall eight in the roundhouse, the newly refurbished work area. The rest of the roundhouse was empty, for the first time in at least 60 years.



TRAIN RIDES RETURN TO JIM THORPE THIS SUMMER

PORT CLINTON, PA., July 29, 2020, Reading & Northern Press Release - The Reading & Northern Railroad is pleased to announce that it will start running trains under its Lehigh Gorge Scenic Railway banner in Jim Thorpe, PA on August 14th, 2020. Beginning on August 14th, trains will depart from the Jim Thorpe station on Fridays, Saturdays, and Sundays. Departures will be at 11:00am, 1:00pm, and 3:00pm on Fridays and 11:00am, 1:00pm, 3:00pm, and 4:30pm on Saturdays and Sundays. The September train schedule will be Friday through Sunday with departures at 11:00am, 1:00pm, and 3:00pm.

For the return of passenger service to Jim Thorpe, Reading & Northern is bringing its 425 steam locomotive for the weekend of August 14th only! Be sure to come out and ride behind this amazing piece of railroad history.

Tickets will be available for sale over the phone at 570-325-8485 or at the ticket booth in Jim Thorpe, day of train ride. Standard coach tickets are \$17 per adult and \$9 per child aged 3-12. Children under the age of 2 will receive a free ticket. Open air tickets are \$20 for adults, \$10 for children aged 3-12, and children under the age of 2 will receive a free ticket. If you and your family would prefer to have your own space, the Caboose is available for reservations of up to a party of 6 individuals for a flat rate of \$125.

The popular Bike Trains from Jim Thorpe to White Haven will take place on August 22nd and 23rd, and September 12th, and 13th, with departures at 9:30am and 12:30pm. They will also take place on November 7th and 8th with a departure at only 9:30am. Tickets for the Bike Train are \$35 per person with own bike and \$55 with a bike rental included. For those interested in a longer train ride, the Bike Train can also be enjoyed round trip for \$29 per adult, \$19 per child aged 3-12, and children under the age of 2 will receive a free ticket. Our passengers are required to wear a mask while on board our trains. Also,

extra cars will be added to all trains so customers can spread out. If you have any questions regarding our policies, please contact us.



CONRAIL MUSEUM PLANNED FOR SHIPPENSBURG, PENNSYLVANIA

SHIPPENSBURG, PA, July 20, 2020, CRHS Press Release - The Conrail Historical Society

(The CRHS) is proud to announce its acquisition of a new piece of railroad equipment for use as a Conrail museum.

An 86-foot-long Conrail boxcar has been graciously donated to The CRHS by CSX Transportation. The X67 class boxcar, formerly Conrail No. 295633, was built in 1970 for the transportation of automobile parts between assembly plants. The car will eventually be stripped and repainted in authentic Conrail colors, while the interior of the car will be transformed into a 10,467 cubic foot climate-controlled Conrail Museum & Archive that will be accessible to families and researchers alike.

Nearly 75 percent of the funding for this \$134,000 project is being provided by a \$100,000 tourism grant from the Cumberland Valley Visitors Bureau (CVVB), while the remaining \$34,000 is being covered by a combination of direct CRHS funding and in-kind donations from local contractors for material and labor.

"The Cumberland Valley Visitors Bureau has played a crucial role in making The CRHS's long-term museum goal a reality," says Jim Stanton, Vice President of The Conrail Historical Society. "Our museum will grow regional tourism, and we wouldn't be able to undertake this project without their generous assistance."

The new Conrail Museum & Archive boxcar will be placed near the Cumberland Valley Railroad Museum (CVRM), which is housed in a restored Penn Central boxcar at the Shippensburg trailhead of the Cumberland Valley Rail Trail. In 2019, The CRHS provided a former Pennsylvania Railroad signal from its collection for restoration, display, and operation at the CVRM. The CRHS's resulting partnership with the CVRM and the Cumberland Valley Rails-to-Trails Council (CVRTC) has led to this exciting expansion of the site.



The CRHS's boxcar is being temporarily stored on the local Pennsylvania & Southern Railway in nearby Chambersburg, Pennsylvania until preparations are made at the trailhead to accommodate it. Once a piece of track has been laid in Shippensburg, the boxcar will travel by road for the last 11 miles of its journey. This will be the largest railroad boxcar ever transported by road, and

it should be quite a spectacle as it navigates the streets of Shippensburg. The Conrail Museum & Archive will display the history of the Consolidated Rail Corporation (Conrail), which was a federally-created railroad that rescued the northeast's financially troubled rail system in 1976. From then until it was acquired by CSX Transportation and Norfolk Southern in 1999, Conrail's success was one of the most significant developments in the American railroad industry. The CRHS was founded in 1995 to take custody of important Conrail artifacts, documents, and history to ensure their preservation.

The Cumberland Valley Rail Trail, where the museum will be located, was originally owned and operated by Conrail as its Shippensburg Secondary from 1976 to 1995, when Conrail donated the 11-mile right-of-way from Shippensburg to Newville to the CVRTC.

"The new Conrail Museum & Archive will be a great asset to Shippensburg, and we are extremely appreciative of the local support we're receiving," said CRHS President Rudy Garbely. "We can't wait to build further strategic partnerships with the community as we take one of our largest steps forward in the preservation of Conrail history."

We are especially grateful for the donation from CSX Transportation and the grant from the Cumberland Valley Visitors Bureau that make this whole project possible."

It is anticipated that the Conrail Museum & Archive will open to the public in the summer of 2021.



AUGUST, 2020 CHAPTER MEETING MINUTES

The Regular Chapter Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, August 17, 2020. The meeting was called to order at 7:40 p.m. by President Tom Shenk with 17 member's present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the July Chapter Membership Meeting Minutes. Nelson Strubel approved the motion and Harold Smoke Shaak seconded the motion. The July Membership Minutes were approved as printed in the *Lancaster Dispatcher*.

TREASURER'S REPORT: Richard Rutledge gave the Treasurer's Report for the month of July. Richard will prepare the Treasurer's Report for future audit. Richard will also be working on the Chapter Budget to be presented to the Chapter membership at the September meeting and approved at the October meeting.

CHAPLAIN: Tom Shenk reported on behalf of the chapter, Helen Shaak was in the hospital from Friday to Sunday, August 14 -16 due to low potassium. Nelson Strubel was also in the hospital recently for cellulitis in his leg. Cindy Kendig's brother, Jeff passed away. He was 66 years old.

DONATIONS: Steve Himpl announced Chapter members Nelson and Jay Strubel donated to the Chapter the following items: 31 Railroad books, 4 Railroad belt buckles, 240 Railroad magazines, 82 (8x10) Railroad prints, 2 Railroad calendars, 315 Boxes of assorted slides, 5600 assorted slides, 4 Railroad timetables, 4 Railroad instruction books. Ken Kulakowski donated the following items to the Chapter: 7 Kodak slide projectors, 9 Slide trays, 9 Lenses, 7 Bulbs, A box of Control wires, A Kodak Carousel dissolve control, Multi projector stand, A movie projector. Also, 6 Kodak slide trays were donated.

CHRISTIANA FREIGHT STATION REPAIRS: Correction: The entrance door on the Gang House was not replaced by Steve Himpl, but by contractor Ben Riehl.

UPCOMING DATES: Tom Shenk announced the Chapter Membership Meeting for September will be held at the Strasburg Rail Road on SUNDAY, SEPTEMBER 20, 2020. The train ride is at 3:30 p.m. We will be riding in the Open Air car. Come early to purchase your tickets, starting at 2:30 p.m. If anyone would like to purchase Strasburg Rail Road tickets(\$5.00)before the

Chapter Meeting, you may purchase them by mailing a check payable to the Lancaster Chapter NRHS and mail to Tom Shenk at 11 Marquis Court, Lititz, Pa. 17543. If you plan on going to the Strasburg Rail Road, be prepared to pay for parking this year. Tom Shenk thinks it may be \$5.00 for parking at the Strasburg Rail Road. Also, there will NOT be the Annual Chapter Picnic that is usually held in September. **The train ride on the Harrisburg, Lincoln & Lancaster Railroad, at Stone Gable Estate, Elizabethtown, Pa. is CANCELLED.** Tom will check to see if the Chapter can ride the Harrisburg, Lincoln, & Lancaster Railroad next year. Tom Shenk announced we are still planning on the Annual Chapter Banquet for Friday, November 20, 2020. The banquet will be held at Kreider's Banquet Center, Manheim (Enck's Catering). Tom reported we have 3 NRHS members who will receive 25 year pins. They are: Rosalee Kurtz, Joseph G. Shannon and Daryl L. Witman. The October Chapter Membership Meeting will be held at the Christiana Freight Station.

ANNOUNCEMENTS: Tom Shenk reported the Christiana Historic marker for the Philadelphia & Columbia Railroad will be placed at the Stone Arch over Pine Creek. The plaque will be placed and an announcement will be made when it can be viewed.

TRIP: Richard and Jane Rutledge went to see the dedication at East Broad Top of Special Engine #12, "Millie." (Named after the owners granddaughter.) Richard showed slides of an old baggage car, 1950's Chevy truck, M-1 engine, M-7 engine. He also had a Trolley ride. Richard announced that East Broad Top plans on having some engines running for their 2021 season.

ADJOURNMENT: The chapter meeting was adjourned at 8:40 p.m.

Respectfully submitted by Donetta M. Eberly, Secretary



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



**PENNSYLVANIA 12-YEAR PLAN INCLUDES \$228
MILLION FOR FREIGHT RAIL PROJECTS**

HARRISBURG, Aug. 14, 2020, Progressive Railroading - Pennsylvania's State Transportation Commission (STC) has updated the state's 12-year plan to make \$64.8 billion available for

improvements to railroads, transit systems, roads, bridges and airports, the Pennsylvania Department of Transportation (PennDOT) announced August 13.

The newly adopted program, which takes effect Oct. 1, anticipates the following funding availability in the first four years from federal, state and local sources:

- \$11.4 billion for state highways and bridges;
- \$9.4 billion for public transit;
- \$321 million for multimodal projects;
- \$228 million for freight rail; and
- \$138 million for aviation.

The program is a multimodal tool to identify and prioritize Pennsylvania's transportation projects and the funds needed to complete them. State law requires the STC to update the program every two years.

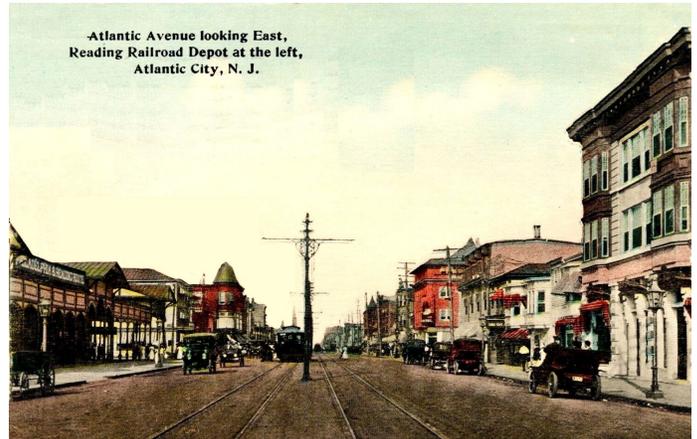
"Investments in transportation are critical for keeping our communities connected to the global economy," said PennDOT Secretary Yassmin Gramian.

Public input in the 12-year planning process played a key role in identifying investments in the various transportation modes, PennDOT officials said.

THIS MONTH'S BANNER PHOTO

Pennsylvania-Reading Seashore Lines *Atlantic* Tower in Atlantic City, New Jersey with Train No. 1022 on August 29, 1965. Enlarge the photo to enjoy the 1964 Thunderbird Hardtop in Phoenician Yellow.

THE POSTCARD RAILROAD - ATLANTIC CITY, N.J.



Maybe you
can beat the
train.

Maybe
you're dead
wrong.

A SPECIAL MESSAGE FROM

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES



SEPTEMBER 20, 2020 - SUNDAY, 2:30 PM

“RIDE THE RAILS” CHAPTER MEETING, STRASBURG RAIL ROAD

The train ride is at 3:30 p.m. We will be riding in the Open Air car. Come early to purchase your tickets, starting at 2:30 p.m. If anyone would like to purchase Strasburg Rail Road tickets(\$5.00 each) before the Chapter Meeting, you may purchase them by mailing a check payable to the Lancaster Chapter NRHS and mail to Tom Shenk, 11 Marquis Court, Lititz, Pa. 17543. If you plan on going to the Strasburg Rail Road, be prepared to pay for parking this year.

Tom Shenk thinks it may be \$5.00 for parking at the Strasburg Rail Road.

OCTOBER 19, 2020 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Election of Chapter Officers for 2020-2021.

NOVEMBER 20, 2020 - FRIDAY EVENING - ANNUAL CHAPTER BANQUET AT ENCK’S BANQUET & CONFERENCE CENTER AT KREIDER FARMS, 1461 LANCASTER ROAD (RT. 72), MANHEIM, PA 17545.

Information and Flyer in the October Lancaster Dispatcher.

LANCASTER CHAPTER CANCELLATIONS IN SEPTEMBER

ANNUAL CHAPTER PICNIC

TRAIN RIDE ON THE HARRISBURG, LINCOLN & LANCASTER RAILROAD

CHAPTER BOARD MEETING

Amtrak Long Distance Charger Locomotive (ALC-42), PHASE VI LIVERY



Siemens ALC-42 Locomotive Rendering
 Amtrak is a registered service mark of the National Railroad Passenger Corporation.

LANCASTER CHAPTER BOARD of DIRECTORS

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CHAPLAIN:	CELL PHONE	717-683-3053	

CHAPTER MEMBERSHIP MEETING

LANCASTER CHAPTER, INC., N.R.H.S.

STRASBURG RAIL ROAD

301 GAP ROAD, RONKS, PA 17572

SUNDAY, SEPTEMBER 20, 2020

STARTING AT 2:30 PM

RIDING THE OPEN AIR CAR ON THE 3:30 PM TRAIN

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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