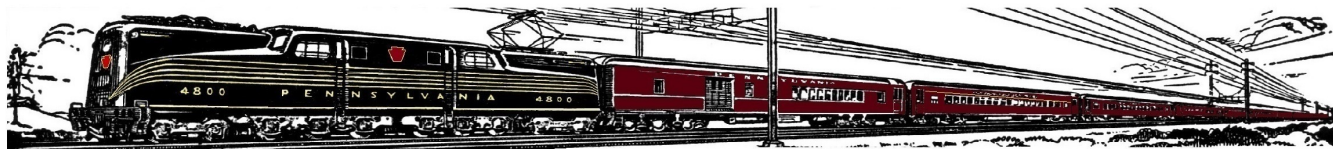


LANCASTER DISPATCHER

1935 - 2021



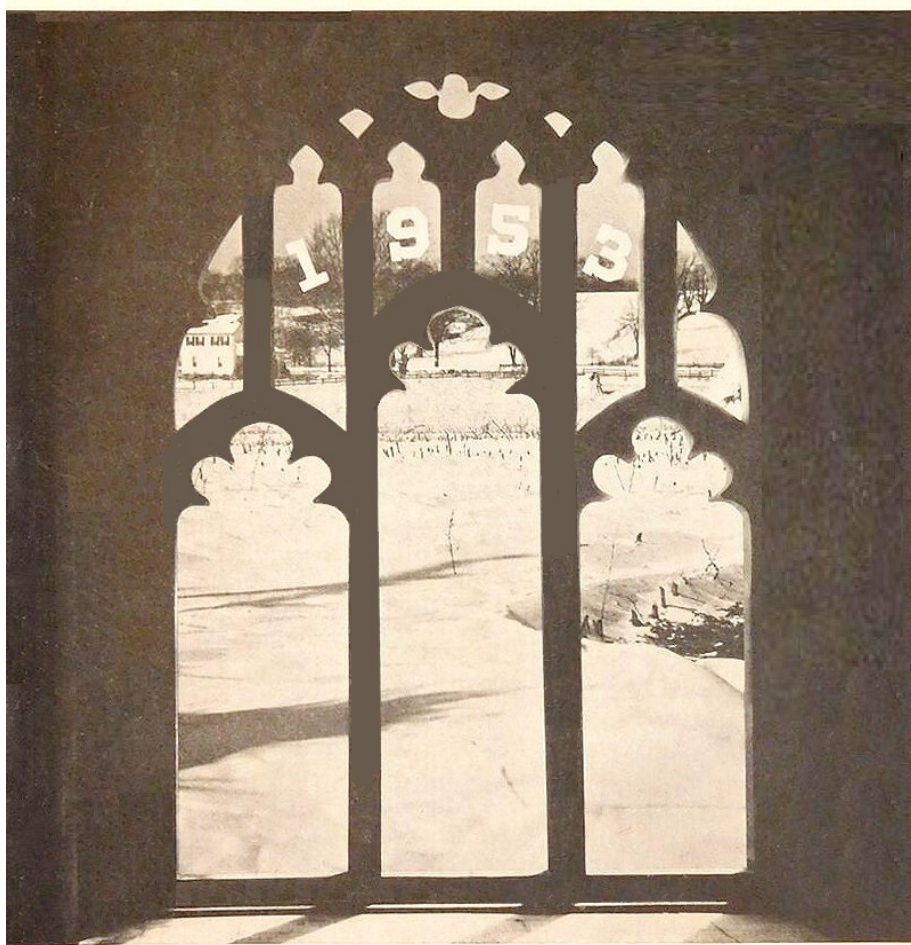
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HAPPY NEW YEAR!

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HAPPY NEW YEAR FROM THE LANCASTER CHAPTER, INC., N.R.H.S.



THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



STEPHEN GARDNER NAMED AMTRAK PRESIDENT AS PART OF NEW LEADERSHIP STRUCTURE

WASHINGTON, Nov. 30, 2020, Amtrak MEDIACENTER – Today, Amtrak CEO Bill Flynn announced that Stephen Gardner has been appointed President, effective Dec. 1, 2020.

Gardner's appointment is part of a broader set of actions taken under Flynn's leadership, working with the Board of Directors, to ensure that Amtrak is well positioned for success in fiscal year 2021 and beyond.



STEPHEN GARDNER
PHOTO - AMTRAK

“We have two urgent challenges in 2021. We need to successfully manage our business through this global pandemic, and we need to take the right steps to ensure that Amtrak is strong and viable for the next 50 years and beyond,” said Amtrak CEO Bill Flynn. “Establishing the President position reflects these significant responsibilities and creates a leadership structure to address the challenges ahead.”

As President, Gardner will drive the company's effort to regain and grow customers and partners through

strong delivery of Amtrak's Annual Operating Plan and modernization of Amtrak's products, services, infrastructure and fleet. Overseeing Marketing, Operations, Planning and Asset Development, and Government Affairs and Corporate Communications, Gardner will lead day-to-day operations and advance Amtrak's long-term goals.

Gardner currently serves as Senior Executive Vice President and Chief Operating and Commercial Officer. Since coming to Amtrak in 2009, Gardner has been responsible for efforts to expand state-supported service partnerships, advance significant equipment procurements, improve Northeast Corridor infrastructure, formulate policies to carry out Amtrak's strategic plan, and guide general development and planning activities.

Prior to Amtrak, Gardner worked on rail and transportation policy for the U.S. Senate's Committee on Commerce, Science and Transportation, Senator Tom Carper (DE) and others.

Early in his transportation career, Gardner held various positions with Guilford Rail System, now Pan Am Railways, and the Buckingham Branch Railroad in Virginia.

AMTRAK FISCAL YEAR 2020: PRIORITIZED CUSTOMER SAFETY, ADVANCED INFRASTRUCTURE AND FAST-TRACKED TECHNOLOGY

Urgent funding needed for continued service

WASHINGTON, Nov. 23, 2020, Amtrak MEDIACENTER – Amtrak has worked steadily over the past fiscal year to prioritize customer safety, advance infrastructure and fast-track technology improvements even as the ongoing pandemic caused a devastating drop in ridership and revenue. Amtrak quickly pivoted to handle this unprecedented challenge and ensure customers and employees remained healthy, while also continuing to focus on improving intercity passenger rail for the future.

“Our dedicated employees continue to work tirelessly through the pandemic to keep this country moving, advance critical infrastructure and update technology and services, and provide safe transportation to customers,” said Amtrak President & CEO Bill Flynn. “However, without additional funding for 2021, we will be forced to further reduce service, defer critical capital projects and make more job reductions despite this important progress.”

Business remains at about 25% of pre-COVID levels, and based on the current forecast, ridership and revenue is expected to improve to about 37%

of pre-COVID levels by the end of fiscal year 2021.

“Prior to the pandemic and with strong support from our partners, Amtrak set new records for ridership, revenue, and financial performance on its path to achieve operational breakeven in fiscal year 2020, further demonstrating the country's growing need for rail,” said Amtrak Board Chair Tony Coscia. “We are continuing to make advancements so when customers return, they will find an even better Amtrak.”

Preliminary results for fiscal year 2020 (Oct. 2019 – Sept. 2020) include:

Safety: Completed Positive Train Control (PTC) installation on all tracks managed by Amtrak, continued advancement of our Safety Management System

Capital Investment: Advanced \$1.9 billion in infrastructure and fleet work

Ridership[1]: Provided 16.8 million customer trips, a year-over-year decrease of 15.2 million passengers, owing to the pandemic-related travel demand reductions

Operating Earnings[2]: (\$801.1 million)

Total Operating Revenue[3]: \$2.3 billion, decreased 31.9% over FY 2019

Amtrak highlights in fiscal year 2020 include:

COVID Response: With a medical director and partnership with the George Washington University Milken Institute School of Public Health, we studied, analyzed and made improvements to the Amtrak travel experience for the safety and health of our people and travelers. In an effort to simplify and safeguard the travel experience, several cleaning, contact-free and safety measures have been implemented into every part of the customer journey, including requiring face masks at all times, limiting bookings, and signage to promote social distancing and more. Through a partnership with RB, the makers of Lysol, Amtrak is enhancing its cleaning and disinfection measures. For a full list of Amtrak's health and safety protocols, please visit: Amtrak.com/Coronavirus.

Safety: Continued advancement of the comprehensive Amtrak Safety Management System, resulting in improvements in a broad range of safety metrics. Completed PTC implementation on all Amtrak-owned and controlled track.

Diversity & Inclusion: Implemented initiatives to improve diversity, inclusion and belonging. We hosted listening sessions with employees, created a Diversity & Inclusion Council, made significant changes to our hiring practices, offered “unconscious bias” training to all employees, and strengthened our relationships with external organizations that support diversity and inclusion.

Equipment: Amtrak advanced testing on the New Acela trainsets. Efforts also included gathering necessary data needed to meet regulatory requirements, improving infrastructure and facilities, and developing training so our flagship service's next generation trains can begin carrying customers by the end of 2021. By the end of fiscal year 2020, prototype trains have been on the Northeast Corridor and in Colorado, topping 20,000 miles (32,186 km) on the test track and reaching a speed of 166.8 mph (268.4 kph) at the Transportation Technology Center near Pueblo, Colo. Our state partners in the Midwest and California have started accepting new railcars that customers will ride in 2021, with touchless features and updated amenities including more space for bicycles.

Stations: Began refreshing major stations across the country. In the Northeast this includes: upgrading the ticketed waiting area at New York Penn Station, a major construction project that will increase rail capacity at Washington Union Station, working with New York Gov. Cuomo and NJ

TRANSIT on the Penn Master Plan and Penn Expansion projects to upgrade and add more tracks and platforms to the existing station, selecting a team with international expertise to form a master development partnership via ground lease for the renovation of William H. Gray III 30th Street Station, collaborating with New Jersey Gov. Murphy and NJ TRANSIT on construction work at four New Jersey train stations: New Brunswick, Trenton Transit Center, Princeton Junction, and Elizabeth Stations and a construction project to improve accessibility and safety at the Amtrak stop in Ashland, Va.

Infrastructure: As an unexpected positive outcome of Covid-19, Amtrak accomplished additional work this summer due to reduced train volumes. For example, B&P Tunnel concrete slab, tie, rail replacement work would normally be completed on extended weekend outages. However, an estimated two to three years of work was completed with extended outages this summer. Additionally, crews accomplished over 20% more Sperry rail testing at night over the Northeast Corridor. Amtrak also took advantage of reduced train frequencies to accelerate data collection efforts in performing LiDAR mapping of infrastructure. What had originally been planned to take four months working around train operations was reduced to three weeks of continuous measuring.

Accessibility: Invested a record \$109 million on ADA-related design and construction improvement projects at more than 159 locations nationwide, advancing efforts to make stations universally accessible. Accessibility projects just finished include Montgomery, W. Va., and Picayune, Miss., while \$29 million in improvements to the platforms and the station is underway in Homewood, Ill., together with Metra.

Technology: Understanding the importance of convenience and contact-free travel, Amtrak improved and expanded its website and mobile platforms. These updates included customers receiving access to information and services on their mobile device, such as gate and track notifications at select stations to reduce crowding around station departure boards, a capacity indicator icon allowing customers to see how full the train is before booking.

Product Upgrades: Launched and expanded several popular programs to provide customers with improved amenities, including the introduction of the Carry-on bike program on the Pennsylvanian (and the increase of program for most Northeast Regional departures, and various Northeast State-Supported trains: Keystone Service, Downeaster trains and Amtrak Hartford Line trains), broadened reserved seating to all Acela Business Class and Palmetto, Vermonter, Carolinian and Northeast Regional Business class customers, upgraded bedding, pillows, towels, linens and other goods in private rooms on the Auto Train, expanded the pet program to allow customers to travel with their dogs and cats up to 20 pounds onboard weekday Acela trains, and debuted the RideReserveSM program to reduce crowding and provide a more comfortable ride for customers.

Sustainability: Quantified financial impacts to ridership and revenue due to storms and severe weather. Developed a greenhouse gas emissions calculator comparing the impacts of rail vs other travel modes and identified inundation and flood mapping training with instruction from the National Oceanic and Atmospheric Administration. Annually, we set targets to reduce greenhouse gas (GHG) emissions, electricity and fuel consumption. Since 2010, Amtrak has reduced emissions by 20% with a target to achieve 40% reduction by 2030 – from 2010 baseline figures.

State-Supported Services: In partnership with the Virginia Department of Rail and Public Transportation and other stakeholders, committed to creating a new passenger-dedicated rail infrastructure between Washington, D.C., Richmond and the North Carolina border to allow for quicker and more predictable trips. Amtrak and partners are making continued progress toward extending 110 mph service in Michigan and adding 90 mph service in Illinois, both to improve travel times and productivity.

Contract Commuter Services: Throughout a challenging year marked by operational and fiscal uncertainty, Amtrak worked closely with our contract commuter customers to adapt many aspects of their operations, ranging from the frequency of departures to customer-facing processes, to sustain essential services and provide them with the flexibility they needed.

[1] Fiscal year 2019 ridership previously reported as 32.5 million has been decreased to 32.0 million to reflect an updated company definition of ridership

[2] Unaudited

[3] Includes payments from state partners for state-supported routes

[\\$160M IN UPGRADES WILL RETURN NEWARK PENN STATION TO ITS FORMER GLORY, MURPHY SAYS](#)

NEWARK, NJ, Dec. 8, 2020, By Larry Higgs | NJ Advance Media for NJ.com - Newark's art deco-era Penn Station is going to get \$160 million worth of tender love and care, befitting its status as one of the transportation gateways to the city and the state, Gov. Phil Murphy announced Tuesday morning.

The station also could be the home of a statue honoring the founder of a union representing Black railroad workers, said Lt. Gov. Shelia Oliver.

"For many people, the introduction to New Jersey is Newark Airport or Newark Penn Station...this is a new beginning for this historic building to restore it to its full grandeur," Murphy said during an outdoor press event in a plaza next to the station.

Looking beyond the coronavirus pandemic, Murphy said the station "must drip with the pride the city feels" as it redevelops, attracts businesses such as Audible and Mars Wrigley candy company and visitors to the Prudential Center and restaurants in the Ironbound neighborhood.



THE ORIGINAL 1935 ERA FLOORS IN NEWARK PENN STATION ARE AMONG THE FEATURES INCLUDED IN A \$160 MILLION RENOVATION AND REHABILITATION.

The \$160 million in state-funded restoration and rehabilitation work answers a "need" the city and state officials heard from businesses and developers to have an "attractive and welcoming" Penn Station, Murphy said.

Work is scheduled to begin immediately with an initial \$30 million in renovations and restorations, with

additional upgrades scheduled over the next five years. Work has started on the original waiting room floors, said Kevin Corbett, NJ Transit CEO.

"We've long recognized the need for a capital improvement upgrade that's focused on infrastructure and the customer experience," Corbett said.

The work also includes amenities for commuters and Amtrak passengers, including refurbished restrooms, heating and ventilation systems, escalators and conversion of freight elevators for passenger use and work on station platforms.

The work builds on a restoration of the historic Penn Station waiting room done by NJ Transit in 1994 that uncovered a sky blue stone ceiling with bronze leaf accents, cleaned and refurbished the white bronze encased globe lights and other decorative features that the Pennsylvania Railroad included when the station was built in 1935.

The station's original long wooden benches, that are in dire need of work, will also be restored. Two benches already have been restored and are installed in the waiting area.

Lt. Governor Shelia Oliver alluded to the station's past and its stature as the seventh busiest rail station in the nation, used by 50,000 passengers daily.

Penn Station also could be the future home of a statue honoring A. Phillip Randolph, who founded the union representing Pullman porters, who's ranks were mostly Black men who worked on the company's sleeper car fleet that ran on the nation's railroads during the late 19th and early 20th centuries.

"A group has been working to erect a statue. ... Randolph led the labor

movement and there would be no better place to see a statue," Oliver said. A museum named for Randolph that chronicles the story of Pullman Porters is located in Chicago.

Bus riders, who use the bus lanes next to the station, will get new lighting and improved drainage.

The first phase of renovations will also focus on aesthetics such as installation of brighter lighting, updating of the bathrooms, improved HVAC and air-handling, fresh paint and tile, and a deep clean of the limestone exterior to once again showcase the architecturally significant façade.

In the bus lanes, new lighting and improved drainage will improve the rider experience. The station will get improved directional and way-finding signs to help riders "make sense of this station's labyrinth of platforms and hallways," Murphy said.

AMTRAK ADDS NEW DIGITAL PAYMENT OPTIONS

WASHINGTON, Dec. 8, 2020, Amtrak MEDIACENTER – To enhance the customer experience, Amtrak is now offering new digital payment options on the Amtrak mobile app and Amtrak.com, including Apple Pay, Google Pay and PayPal.

"We know every minute counts for our customers and now purchasing tickets is as simple as the touch of a button," said Roger Harris, Executive Vice President, Chief Marketing and Revenue Officer at Amtrak. "These updates to the Amtrak app and website will offer customers enhanced flexibility and convenience as they book and pay for train tickets."

Apple Pay, Google Pay and PayPal are now available when checking out on the Amtrak mobile app and website, offering users an alternative to traditional credit and debit card payments. Customers can leverage all three payment solutions to purchase tickets and more. Once logged in, customers can save their preferred digital payment method as a default payment option in their profile, providing a quicker time to purchase. For each of the three new payment methods, customers can purchase tickets and modify reservations originally paid with one of the digital payment solutions.

Understanding the importance of convenience to our customers, Amtrak is committed to continually improving and expanding our website and mobile platforms. Previous updates include:

Seamless gate service: To reduce crowds at departure boards, Amtrak app users can receive gate and track information via push notifications at select stations. The home screen also includes gate and track information for applicable reservations (when published).

Contact-free travel: 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.

AMTRAK COMPLETES DELAWARE THIRD TRACK PROJECT

WILMINGTON, Del., Dec. 7, 2020, Amtrak MEDIACENTER (Edited) – Amtrak, the Delaware Department of Transportation (DelDOT) and the Delaware Transit Corporation (DTC) recently completed a \$71.2 million project to increase capacity between Wilmington and Newark, Del. on the Northeast Corridor. This project, which represents a major infrastructure expansion project in the Northeast Corridor, included installation of 1.5 miles of a new, electrified main line third track between Ragan and Yard interlockings, bridge replacement, and other improvements, eliminating a previous two track bottleneck. The change will result in improved on-time performance, reduction in delays, and overall improvement in this section of railroad.

"This project is nearly 20 years in the making, and I am thrilled that we are finally going to reap the benefits of improved, more reliable rail service along the Northeast Corridor," said U.S. Sen. Tom Carper, ranking member on the Environment and Public Works Committee and a frequent Amtrak rider. "We must continue to improve our nation's transportation infrastructure in a way that promotes multi-modal transportation and takes cars off the road, for the sake of safety, congestion, and our environment. This project is a great

example of a good public investment that benefits passengers, drivers, the air we breathe and promotes improvements to rail service in the future."

"The completion of this project marks an important rail capacity expansion milestone on the Northeast Corridor, resolving bottlenecks which previously constrained SEPTA and Amtrak from operating service at maximum capacity," said Bill Flynn, CEO of Amtrak. "As we anticipate the return of pre-COVID-19 ridership growth, it is vital that we have the proper infrastructure in place to support a higher capacity railroad."

The project developed as a shared benefit investment as part of a 2011 agreement between DTC and Amtrak and was funded using Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and Federal Highway Administration (FHWA) grants issued to DTC along with Amtrak funds.

In addition to the successful completion of this important project, Amtrak continues to invest in its infrastructure and this year has installed over 69,000 new railroad ties, over 30 miles of new continuous welded rail and completed over 220 track miles of track surfacing on its owned and maintained lines in the Northeast Corridor and Michigan, aimed at ensuring a smoother and safe ride for customers.

2021 AMTRAK CALENDARS AVAILABLE



Amtrak has two sizes of the same calendar available for 2021.

An 11"W x 17"H for \$4.00 and a 24"W x 36"H for \$8.00 plus shipping and handling. Order the calendars on the Amtrak website:

<https://store.amtrak.com/productlist.aspx?did=5551>

The full-year matte paper calendar shows January to December. Printed in USA. Four Color Process.

A limited number of 2020 calendars are also available.



RAIL CARS JUMP TRACKS, SPILL COAL

GREEN TOWNSHIP, Nov. 26, 2020, The Indiana Gazette — The tiny village of Wandin was rattled Wednesday morning by the derailment of a northbound train loaded with coal and the collapse of a trestle over Wandin Road.



A spokesman at the Nicholasville, Ky., headquarters of RJ Corman Railroad Company, the owner of the rail line, said the cause of the accident was under investigation and the bridge was not thought to be responsible.

"Based on early indications, we do not believe at this time that the bridge failed," said Todd Bivins. "But after that ... I cannot say whether it was a track cause, or an equipment cause. That's under investigation."

Four cars of 64 in the train jumped the track: 36 had safely crossed and 24 others sat on the rails on the approach to the trestle along Starford Road, according to Assistant Chief James Hopkins III of the Commodore Volunteer Fire Department.

Tons of coal spilled into the woods on both sides of Wandin Road but appeared to pose no environmental danger or threaten any waterways.

No one was injured.

Townpeople congregated near the collapsed bridge with cell phones and cameras, mingled among the first responders and railroad workers, and clambered through heavy brush to cross the tracks and get a gander at both sides of the ruined bridge.

"We were told someone had just driven through a moment earlier," Hopkins said.

The train had been loaded with coal mined near Clymer and was bound for an interchange point near Clearfield, where Norfolk Southern Railroad would have taken the hopper cars to another destination, Bivins told the Gazette.



**CANADIAN
PACIFIC**

**2021 RAILROADER OF THE YEAR: KEITH
CREEL, CANADIAN PACIFIC**

Dec. 10, 2020, By William C. Vantuono,
Editor-in-Chief, Railway Age magazine -

Railway Age has named Canadian Pacific President and CEO Keith Creel the 58th annual recipient of its Railroader of the Year Award.



KEITH CREEL

"Keith Creel has been instrumental in Canadian Pacific forging a leadership role in the industry while acknowledging the railroad's place in history and its role in driving the North American economy forward," said Railway Age Editor-in-Chief William C. Vantuono. "He has helped renew Canadians' and CP employees' sense of pride in a company that connected a nation, and connected Canada to the rest of the world. Under his steady hand, and under very difficult circumstances this past year, CP is a safe, efficient and productive railroad, enabling its customers to connect with domestic and

global markets."

Creel became President and CEO of Canadian Pacific on Jan. 31, 2017, and is the 17th person to lead the company since its founding in 1881. He was appointed President and Chief Operating Officer in February 2013 and joined the CP Board of Directors in May 2015.

"I am proud to accept this honor on behalf of the entire CP family of railroaders," Creel said. "It is one of the great privileges of my lifetime to lead the dedicated people who make this iconic company run safely and efficiently. 2020 has been extraordinary in so many ways and our individual and collective commitment to excellence has never been stronger."

Prior to joining CP, Creel was Executive Vice President and Chief Operating Officer at CN. He held various positions at CN, including Executive Vice President Operations, Senior Vice President Eastern Region, Senior Vice President Western Region and Vice President of the Prairie Division. Creel began his railroad career at Burlington Northern Railway in 1992 as an Intermodal Ramp Manager in Birmingham, Ala. He also spent part of his career at Grand Trunk Western Railroad as a Superintendent and General Manager, and at Illinois Central Railroad as a Trainmaster and Director of Corridor Operations, prior to its merger with CN in 1999. Creel holds a Bachelor of Science in Marketing from Jacksonville State University and also completed the Advanced Management Program at the Harvard Business School. He has a military background as a commissioned officer in the U.S. Army, during which time he served in the Persian Gulf War in Saudi Arabia.

Creel is the third Canadian Pacific leader to win the award.



**CSX TO ACQUIRE PAN AM RAILWAYS IN NEW
ENGLAND**

JACKSONVILLE, Fla., Nov. 30, 2020 (GLOBE NEWSWIRE) -- CSX Corp. today announced that it has signed a definitive agreement to acquire New England's Pan Am Railways, Inc. ("Pan Am"), whose rail carrier subsidiaries comprise North America's largest regional railroad.

Headquartered in North Billerica, Massachusetts, Pan Am owns and operates a highly integrated, nearly 1,200-mile rail network and has a partial interest in the more than 600-mile Pan Am Southern system. Pan Am's network across New England has access to multiple ports and large-scale commodity producers. The transaction will expand CSX's reach in Connecticut, New York and Massachusetts while adding Vermont, New Hampshire and Maine to its existing 23-state network.

The transaction will provide significant benefits to shippers and local communities as CSX integrates Pan Am into its best-in-class network. CSX made nearly \$1.5 billion in infrastructure capital expenditures in its network in 2019, supporting economic growth and ensuring the safety and efficiency of the supply chain.

James M. Foote, president and chief executive officer of CSX, said: "In Pan Am, CSX gains a strong regional rail network in one of the most densely populated markets in the U.S., creating new efficiencies and market opportunities for customers as we continue to grow. We intend to bring CSX's customer-centric focus and industry-leading operating model to shippers and industries served by Pan Am. We look forward to integrating Pan Am into CSX, with substantial benefits to the rail-served industries of the Northeast, and to working in partnership with connecting railroads to provide exceptional supply chain solutions to New England and beyond."

David A. Fink, president of Pan Am Railways, said: "Pan Am is pleased to reach this agreement with CSX, a North American leader in rail-based freight transportation. This is great news for New England shippers and the national freight network overall."

Terms of the transaction were not disclosed. The transaction is subject to regulatory review and approval by the Surface Transportation Board.

Goldman Sachs & Co. LLC is acting as financial advisor and Davis Polk & Wardwell LLP is acting as legal advisor to CSX in connection with the transaction.

**NO INJURIES REPORTED AFTER 21 PHILADELPHIA-BOUND FREIGHT
CARS DERAIL IN BALTIMORE CITY**

BALTIMORE, Nov. 24, 2020, By Christine Condon, Baltimore Sun - A 21-car freight train derailment near Sisson and West 24th streets in North Baltimore was cleared from the tracks about 5 a.m. Tuesday, and train service resumed within the hour, according to CSX Transportation, the railroad company.

The derailment happened as the 109-car train was passing through Baltimore about 6:30 p.m. Monday on its way to Philadelphia from Avon (Indianapolis), Indiana, a company official said.



**A FREIGHT TRAIN PASSES OVERTURNED RAIL CARS NEAR THE
SISSON STREET BRIDGE FOLLOWING AN OVERNIGHT DERAILMENT.
PHOTO - JERRY JACKSON/BALTIMORE SUN**

No hazardous materials were involved, and there were no injuries to the train crew or the public, according to Cindy Schild, director of media relations and public affairs for the Jacksonville, Florida-based railroad.

The derailed cars were either empty or carrying pulpwood or

sand, said Schild, who added that CSX is working closely with and appreciates the quick response by Baltimore fire and police departments as well as the Maryland Department of Transportation.

The cause of the derailment is under investigation, Schild said.

The rail cars still laid on their sides on the inside of the track's curve Tuesday as crews investigated what happened and prepared to clean up and repair the site.



NORFOLK SOUTHERN CALENDAR DISCONTINUED

From the Norfolk Southern website: "Norfolk Southern has decided to discontinue publication of our annual printed calendar. They will no longer be available for purchase on the company store."

RAILWAY LAYS OFF BELLEVUE WORKERS

GROTON TWP., OH, Dec. 2, 2020, By Michael Harrington, The Sandusky Register — Norfolk Southern Railway has apparently laid off dozens of workers over the past few months at the Moorman Yard terminal outside Bellevue.

Dave Sabo, Bellevue's economic development director, said he's been told the company let go 22 electricians, 27 machinists and 22 laborers, leaving 10 machinists employed at the yard.

"If that was the case, we feel for those who lost their job or have been laid off indefinitely," Sabo said.

The Atlanta-based company, which operates more than 19,000 miles of track, didn't confirm the number of people laid off but did say there were staffing changes at the terminal.

"We continue to make changes to our operations as a result of evolving market demands, the recovering economy and our pursuit of efficiency gains and customer service," Norfolk Southern spokesman Jeff DeGraff said. "These changes include how our facilities operate and their staffing levels."

He added the staffing changes were a continuation of its June decision to idle the hump, an artificial mound used to slow train cars, at the station. The company faced a lawsuit regarding the noise created by the hump, which can be seen when driving on the Ohio 4 overpass near the border of Erie and Huron counties. DeGraff said the lawsuit had nothing to do with the decision.

DeGraff did say the COVID-19 pandemic accelerated the decision to close the hump because of the lower car volumes. The terminal now uses the more traditional flat-switching method of sorting rail cars.

According to a 2012 Register article, Norfolk Southern, at one time, employed about 700 people in the Bellevue area. Although the layoffs hit Bellevue and the local area's economy, Sabo said there are plenty of opportunities left in the city.

"Even though Norfolk Southern is not located in the city of Bellevue, at one time, (it) employed many people from this community with some good-paying jobs," Sabo said. "On the flip side, Bellevue manufacturers are looking for qualified workers to fill some much-needed positions with some good-paying wages. Those folks who lost employment with the railroad have some good options to get back in the workforce."



WALT DISNEY WORLD AND BRIGHTLINE ENTER INTO AGREEMENT REGARDING BRIGHTLINE STATION AT DISNEY SPRINGS

Nov. 23, 2020, Brightline Press Release - Today, Brightline and Walt Disney World Resort announced they have entered into an agreement to construct a train station at Disney Springs, the popular shopping, dining and entertainment complex. The Brightline station is intended to provide a convenient travel option between Walt Disney World Resort and Brightline stations at Orlando International Airport (OIA), Miami, Fort Lauderdale and West Palm Beach and planned stations in Aventura, Boca Raton and Port Miami. Brightline's expansion from West Palm Beach to OIA is on track to be

completed in 2022. The agreement is conditioned upon Brightline's satisfaction of certain obligations including obtaining all necessary government approvals.

The design concept for the proposed station at Disney Springs at Walt Disney World Resort includes a lobby on the ground level, passenger facilities and an upper level train platform. The proposed location would be in close proximity to Walt Disney World Resort's four theme parks, two water parks and more than 25 hotels.

"Brightline will offer a car-free connection to the millions of visitors from around the state and the world who plan to make Walt Disney World Resort part of their vacation plans," said Patrick Goddard, president of Brightline. "Our mission has always been to connect our guests to the people and places that matter, and Walt Disney World Resort is a tremendous example of this."

"We're excited to work with Brightline as they pursue the potential development of a train station at Walt Disney World Resort, a project that would support our local economy and offer a bold, forward-looking transportation solution for our community and guests," said Jeff Vahle, president of Walt Disney World Resort.

In 2018, Brightline was awarded the right to execute lease agreements with FDOT and the Central Florida Expressway Authority to connect OIA and Tampa. In February 2020, Brightline commenced engineering and design work for the proposed project.



FRA SAYS NJ TRANSIT IS ONLY RAILROAD AT RISK OF MISSING PTC DEADLINE

WASHINGTON, Nov. 18, 2020, Trains News Wire — NJ Transit is now considered the only railroad at risk of not meeting the Dec. 31, 2020, deadline for positive train control implementation, according to the latest assessment of PTC progress from the Federal Railroad Administration.

The FRA's third-quarter report, based on information received from railroads by Oct. 31, indicates that just 223 miles subject to the PTC mandate remain to be activated. As of Sept. 30, PTC was in operation or in the final testing phase, revenue service demonstration, on approximately 57,314 route-miles, or 99.6% of those requiring the safety system.

"Full implementation of PTC is in sight, owing to everyone's unparalleled cooperation and determination," FRA Administrator Ronald L. Batory said in a press release. "I'm incredibly proud of the intensive collaborations we have forged. Once complete, railroads, rail workers, and rail passengers will all benefit from this transformational accomplishment in railroad safety."

As of Sept. 30, NJ Transit was in the revenue service demonstration phase on 48% of its 375.9 route-miles requiring PTC. The FRA says it is directing additional resources and technical assistance to NJ Transit, including on-site support. NJ Transit has repeatedly said it will make the deadline, most recently at a Nov. 12 board meeting.

NJ TRANSIT TRAIN DERAILMENT SUSPENDS NORTH JERSEY COAST LINE. NO INJURIES REPORTED



NJ TRANSIT DERAILMENT BETWEEN WOODBRIDGE AND PERTH AMBOY STATIONS JUST AFTER MIDNIGHT. PHOTO: WABC NEWS 7, NEW YORK

WOODBRIDGE, NJ, Nov. 24, 2020, By Anthony G. Attrino | NJ Advance Media for NJ.com - A North Jersey Coast Line train headed for New York City derailed early Tuesday near Woodbridge Station forcing a suspension of service on the line that is expected to continue through the morning commute.

North Jersey Coast Line train service between is suspended between New York Penn Station and South Amboy. Shuttle bus service is being provided between South Amboy and Metropark

stations.

Train No. 3292, due to arrive at New York Penn Station at 1:18 a.m. derailed about 12:20 a.m. near Woodbridge Station, according to NJ Transit. News12 reported eight cars of the train remained upright. None of the seven passengers or crew were hurt.

North Jersey Coast Line tweeted a number of cancellations throughout the early morning hours with substitute trains and buses providing service.

Service on the line is running on a regular schedule between South Amboy and Bay Head. Tickets are being cross honored on NJ Transit buses and private carriers.



SEPTA, AMTRAK, PennDOT TO IMPROVE SIGNALING ON HARRISBURG LINE

PHILADELPHIA, Nov. 17, 2020, By Marybeth Luczak, Executive Editor, Railway Age - Southeastern Pennsylvania Transportation Authority (SEPTA), in conjunction with Amtrak and the Pennsylvania Department of Transportation (PennDOT), will upgrade the signaling and train control system between Paoli and Overbrook, along the Harrisburg, Pa., (Keystone) Line, an extension of the Northeast Corridor.

The Harrisburg Line runs from Philadelphia's 30th Street Station to Harrisburg, and serves Amtrak's Pennsylvanian and Keystone Service intercity rail in partnership with the Commonwealth of Pennsylvania. Between Philadelphia and Thorndale, the line also hosts SEPTA's Paoli-Thorndale regional rail.

The new equipment will "enable greater operational flexibility and higher operating speeds, and will help reduce delays for Amtrak and SEPTA passengers," Amtrak said.

Work will be completed using a \$15.9 million Federal-State Partnership for the State of Good Repair Grant that the Federal Railroad Administration (FRA) awarded to SEPTA in October.

"The signal system upgrades that will be made possible through this grant will significantly improve service reliability for SEPTA customers," said SEPTA General Manager Leslie S. Richards.

Added Ray Lang, Vice President of State-Supported Services for Amtrak: "This project is a critical step forward in a renewed effort between Amtrak, PennDOT and SEPTA to optimize the Harrisburg Line for all of our passengers and will generate benefits worth four times the project cost. Not only will this project improve reliability and throughput on the Harrisburg Line, an additional benefit will include operational flexibility on the line during outages, which is key to many PennDOT and SEPTA sponsored projects in the coming years."

SEPTA, Amtrak and PennDOT have committed resources to enhance rail service and bring critical infrastructure to a state of good repair through a variety of phased projects, according to Amtrak. Among them:

Amtrak and the Commonwealth of Pennsylvania partnered on the electrification of the Harrisburg Line.

With previous funding from the FRA Federal-State Partnership for State of Good Repair Grant program, PennDOT, Amtrak and SEPTA are restoring a third track and upgrading signals on a 10-mile segment of the Harrisburg Line west of Paoli.

PennDOT, Amtrak and SEPTA recently teamed on several Harrisburg Line station improvement projects, including Paoli and Ardmore.



MARYLAND DOT, PRIVATE CONTRACTORS SETTLE DISPUTE OVER PURPLE LINE LIGHT RAIL PROJECT

Nov. 25, 2020, Progressive Railroading -

The state of Maryland will pay \$250 million to settle a legal dispute with the private Purple Line Transit Partners, the consortium of contractor firms hired to build the delayed Purple Line, a 16-mile light-rail route that would extend

from Bethesda in Montgomery County to New Carrollton in Prince George's County.

The agreement between the Maryland Department of Transportation (MDOT) and the partners — Meridiam, Star America and Fluor — settles all outstanding financial claims and terminates the current litigation between the parties regarding the project.

As part of the agreement, the Purple Line Transit Partners will proceed with just Meridiam and Star America as public-private developers and equity partners. A formal settlement agreement will go before the state's Board of Public Works (BPW) next month for review and approval, state officials said in a press release issued by Gov. Larry Hogan's office.

"This agreement is a major step toward completing the Purple Line, a transformative project for our state and the region," said Hogan.

The settlement ends the state's and the companies' litigation against each other and resolves what the firms said were \$800 million in cost overruns on the project, *The Washington Post* reported.

If approved by the BPW, Meridiam and Star America would initiate a solicitation for a new design-build contractor in coordination with MDOT and the Maryland Transit Administration (MTA). In the interim, MDOT and MTA will retain oversight of hundreds of contracts and purchase orders to keep the project going.

Purple Line work now underway includes light-rail car manufacturing, bridge work, stormwater drainage, paving, utility and pump station construction.

MDOT and MTA will continue work while also focusing on reducing risks in the upcoming solicitation by completing design, acquiring permits and advancing utility work along the Purple Line corridor, state officials said.

MDOT did not reveal details of the settlement, including how the state will pay for it.

THIS MONTH ON THE PENNSY

PRR, PRSL & LIRR EVENTS IN JANUARY

Jan. 27, 1904 - Last departments of Wilmington Shops moved from old shops on Front Street to new shops north of city.

Jan. 1909 - PRR runs tests on Maryland Division for new type of water scoop that will work equally well for fast passenger and slow freight trains.

Jan. 5, 1914 - PRR announces it has carried 111,000,000 passengers in 1913 without a single fatality to any passenger; in six years has carried 600,000,000 passengers with only 16 fatalities.

Jan. 22, 1919 - PRR Board authorizes freight station and delivery tracks at 2nd & Mulberry Streets, Harrisburg.

Jan. 19, 1924 - PRR announces plan for underground station for electric suburban trains near Broad Street with direct connections to subways in Broad, Market, Chestnut, Walnut and Arch Streets.

Jan. 21, 1929 - PRR announces it will develop coordinated long distance rail-bus service, in which passengers may travel by train at night and bus by day; also announces it has bought an interest in three bus lines previously owned by Philadelphia Rapid Transit Company: Peoples Rapid Transit Company, Inc., running New York-Washington and Philadelphia-Atlantic City; Montgomery Bus Company operating in Main Line suburbs to Wayne; Philadelphia Suburban Transit Company, Inc., operating to Bryn Mawr via Montgomery Avenue.

Jan. 3, 1934 - Engineer A.C. Bollinger of P5a No. 4772 on westbound "Spirit of St. Louis", Train No. 31, killed in grade crossing accident near Deans, N.J. when a fruit truck runs right in front of his train; wheel rim from the truck is thrown some distance onto the eastbound passenger track, derailing Atlantic City-New York train No. 1072; demonstrates danger of boxcab in high-speed service; the 28 P5a's still planned will be redesigned with a center cab.

Jan. 31, 1939 - Class S1 6-4-4-6 duplex passenger locomotive No. 6100 leaves Altoona; streamlined by Raymond Loewy; world's largest and most powerful passenger locomotive; known as "The Big Engine" by many employees; costs \$669,780; is first steam locomotive built at Altoona since 1930; long rigid frame precludes use on certain main line curves, including Fort Wayne curve at Pittsburgh Station; used exclusively between Chicago and Crestline; proves too big in every respect, but serves as basis for later Class T1 4-4-4's.

Jan. 1944 - PRR installs a public address system in Penn Station; engages School of Radio Technique and radio station WOR to train 25 men and women as announcers; find that women's higher-pitched voices carry better in large spaces when amplified.

Jan. 1, 1949 - Hotel Pennsylvania renamed Hotel Statler, reflecting new management; becomes a Hilton hotel in 1954.

Jan. 30, 1954 - LIRR settles with BRT to avert strike; grants passenger trainmen 6-day week.

Jan. 12, 1959 - PRSL Executive Committee authorizes installing dead man's controls on 26 diesel locomotives in the aftermath of the CNJ Newark Bay Draw disaster; authorizes retiring the line between 9th Street, Ocean City, and Ocean City Gardens.

Jan. 8, 1964 - Philadelphia-Harrisburg train No. 635, last vestige of Pittsburgh Night Express, makes last run, Philadelphia to Harrisburg, and through Philadelphia-Pittsburgh sleeper withdrawn.

Jan. 27, 1968 - Last run of Washington-Buffalo sleeping car on Northern Express No. 575 and Southern Express No. 574.

PRR, PRSL & LIRR EVENTS IN FEBRUARY

Feb. 26, 1904 - West Jersey & Seashore Railroad Board authorizes the construction of 10 electric cars for the Atlantic City trolley lines.

Feb. 22, 1909 - At 3:00 AM, southbound passenger train collides with two standing locomotives waiting to take it south at Delmar, Del.; wreck catches fire; seven employees, including four mail clerks, killed.

Feb. 14, 1914 - Committee appointed to analyze freight congestion in Philadelphia terminals in the fall of 1913 recommends a single large freight yard between 40th and 56th Streets in West Philadelphia/Overbrook.

Feb. 22, 1919 - PRR stops work on new freight yard between 52nd and 56th Streets in West Philadelphia; with heavier locomotives and longer trains now in service, yard as laid out in 1914 is too short; would require expensive relocation of Darby Creek line to run west of City Line Ave. connecting with old main between Overbrook and Merion.

Feb. 27, 1924 - Electric suburban service inaugurated on Fort Washington Branch, Allen Lane to Fort Hill and White Marsh (next station going west on Trenton Cutoff).

Feb. 14, 1929 - PRR tests Brill gasoline railcar between Reading and Pottsville.

Feb. 8, 1934 - PRR begins work on electrification of Washington and freight lines by starting catenary pole foundations at Landover, Md., at 31st & Bainbridge Streets in South Philadelphia, and at Newark, N.J.

Feb. 19, 1939 - Fire destroys 600 feet of the PRR's Anacostia River Bridge at Washington; freight rerouted through Union Station.

Feb. 9, 1944 - PRR Board authorizes additional tracks in the outbound receiving and classification yards at Greenwich, South Philadelphia; revising southbound main track and extending middle platform at Wilmington station.

Feb. 26, 1949 - Last run of PRSL passenger service between Millville and Cape May, NJ on the old West Jersey & Seashore Railroad route via Woodbine Jct.

Feb. 15, 1954 - PRR places No. 8111, the first of two Baldwin AS616 1,600 HP road switchers in service at Shire Oaks, Pa

Feb. 2, 1959 - LIRR officially adopts new slogan "The Route of the Dashing Commuter" and a new herald featuring "Dashin' Dan", a cartoon executive in a suit with a briefcase running to catch a train; all cars to be re-lettered by

Apr. 24; "Dashin' Dan" had been used since 1957 on letterheads and annual reports, but had not been applied to rolling stock.

Feb. 26, 1964 - Last run of Philadelphia-Pittsburgh "ghost train" No. 39, formerly *The Clevelander* east of Pittsburgh.

Feb. 1, 1968 - Merged Penn Central has 19,286 route-miles, total assets over \$4 billion, annual revenues of over \$1 billion, 4,202 diesel and electric locomotive units, 194,656 freight cars, and 4,937 passenger cars.

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Friday-Sunday, April 2-4, 2021 - Easter Bunny Train



DECEMBER, 2020

CHAPTER MEETING MINUTES

There are no Chapter Membership Meeting Minutes to report. The December Membership Meeting and Annual Christmas Party were cancelled due to the Covid-19 pandemic.



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS



ROCKY MOUNTAINEER

ROCKY MOUNTAINEER WILL LAUNCH A NEW TRAIN JOURNEY IN THE USA FOR 2021

VANCOUVER, B.C., Nov. 19, 2020 /PRNewswire/ -- Rocky Mountaineer plans to bring its luxury train journeys to a new route in the Southwest

United States in 2021. The Rockies to the Red Rocks route will be a two-day rail journey between Denver, Colorado and Moab, Utah, with an overnight stay in Glenwood Springs, Colorado.

Rocky Mountaineer operates multi-day, daytime train journeys that feature incredible scenery, regional cuisine, and attentive service in its spacious, glass-domed train coaches. The company has long had the goal of expanding its routes to bring its train travel experience to showcase new destinations. This new route will be in addition to the three rail routes that run in Western Canada, between Vancouver and the Canadian Rockies towns of Banff, Lake Louise and Jasper.

"Rocky Mountaineer will bring a new luxury train tour to explore the historic rail route between Denver and Moab. Over the past 30 years, Rocky Mountaineer has become renowned for our world-class train travel experiences, and now we are opening our newest train experience in the region where train travel history began," said Peter Armstrong, founder of Rocky Mountaineer. "This region, with its magnificent scenery, national parks, vast opportunities to explore, will delight millions."

Rocky Mountaineer will launch the route with a preview season of 40 departures across 10 weeks from August 15 to October 23, 2021. The company is working with local tourism organizations, hotels and tour operators to create custom vacation packages that feature tours, activities, and stays in Denver and Moab, so guests can experience even more of the region.

"The work to find a new route has been underway for several years as we needed to find a special location with many of the same features we have in Western Canada – incredibly scenery, iconic destinations, and the option for an all daytime, multi-day journey that is best experienced by train. Rockies

to the Red Rocks will have all of this and more, and is an opportunity to bring our award-winning Rocky Mountaineer experience to showcase the epic scenery of the Southwest United States," explained Steve Sammut, president and chief executive officer of Rocky Mountaineer. "The coronavirus pandemic has had a devastating impact on the travel industry, and there is continued uncertainty of when tourism will recover. However, we believe American travelers, and those from around the world, will be eager to explore this region by rail with us and we look forward to welcoming them in 2021 and beyond."

The two-day rail journeys, including a one-night hotel accommodation in Glenwood Springs, will start from \$1,250 USD plus tax per person. Travelers can reserve a place on a 2021 departure with a refundable deposit of \$25 USD by contacting their travel professional or Rocky Mountaineer directly. Guests can also visit www.rockymountaineer.com/train-routes/rockies-red-rocks to sign up for information on the Rockies to the Red Rocks route.



BERKS COUNTY'S ROADSIDE AMERICA - 'WORLD'S GREATEST INDOOR MINIATURE VILLAGE' - ANNOUNCES PERMANENT CLOSURE AFTER 85-YEAR RUN

SHARTLESVILLE, PA, Nov. 22, 2020, By

Jon Harris, The Morning Call (Allentown, PA) - Roadside America, a well-known tourist spot off Interstate 78 in Berks County, is permanently closing after 85 years in business, ending the run of a pint-size wonderland that offered a panorama of life in the rural U.S. that included painstakingly detailed buildings, trains and waterways.

Billed as the "world's greatest indoor miniature village," Roadside America searched for a buyer for nearly three years, hoping to find someone willing to continue the business. The Shartlesville attraction had been temporarily closed since mid-March due to the coronavirus pandemic but had hoped to reopen.

"Despite meeting with multiple interested parties over the last 2 years, each with their own unique vision, none committed to moving forward with the village," Roadside America said in a Facebook post just after 9:30 p.m. Saturday. "When we closed our doors in March in the beginning of the COVID-19 pandemic, we remained hopeful that someone would come forward and commit to the business. As months passed and the future of tourism remained uncertain, we ultimately made the difficult decision to do what is best for our family and pursue other options."

As of midday Sunday, the post had been shared 2,500 times and collected more than 900 comments. Many said how generations of their families visited the attraction, mesmerized by the miniature handcrafted village. The post also reached many from out of state, who visited over the years. Some hoped they might, somehow, get one more glance at the village, a last opportunity to transport their minds back in time.

Roadside America representatives confirmed the closure to *The Morning Call* on Sunday but did not wish to answer further questions.

The 7,000-square-foot exhibit — with a mini airport, coal mine, movie theater, mountain resort and much more — drew about 36,000 visitors annually as of 2018, which was lower than the visitation it once saw. Featured in books such as "1,000 Places to See in the USA and Canada Before You Die," Roadside America remained largely unchanged since creator Laurence Gieringer died in 1963.

Dolores Heinsohn, Gieringer's granddaughter, redid some of the trees in the 1990s because they were in disrepair.

"But for the most, we simply maintain the display the way it was left decades ago, honoring the meticulous craftsmanship of my grandfather," Heinsohn said on the attraction's 80th birthday in 2015.

Eventually, Heinsohn reached the point where she was ready "to pass the baton," real estate broker Marshall Lytle told *The Morning Call* in April 2018. But the next generation of the family did not want to "continue with the

involvement in the ownership," which put the business and the property on the market, he said.

Lytle, who owns Commonwealth Real Estate in Wyomissing, began marketing Roadside America and its neighboring properties in early 2018, at an asking price of \$2.295 million. A listing on his firm's website for the property at 109 Roadside Drive now lists a price of \$1.4 million, making note of how the high-visibility location opens the door to "many commercial possibilities."

The coronavirus pandemic, and the restrictions placed on many businesses to stem the spread, has hammered businesses that rely on in-person visits, such as Roadside America. And for many businesses that were already struggling before the pandemic hit, the coronavirus dealt a final blow.

In September 2016, Roadside America sought the help of the community, asking for donations to replace its leaking roof. The community quickly answered, raising \$18,000 via a GoFundMe online campaign, nearly \$5,000 from in-house contributions and about \$60,000 from two anonymous donors that allowed the attraction to replace its roof within months and keep its doors open.

With the decision to close, Roadside America said it is planning an auction that will consist of all display pieces, including buildings, bridges, figures and animations. The business said it will share auction details on its Facebook page in the coming weeks.

"This decision was not made without extensive thought and consideration, and was ultimately the result of multiple factors and circumstances," Roadside America said. "We ask that you please be respectful and understanding of our choices during this difficult time, as this has been undeniably heartbreaking for our family."

THIS MONTH'S BANNER PHOTO

Alco Builder's Photo of Reading Company No. 5309, model C-630, in 1967.



PennDOT PLANS TO FINALIZE STUDY REGARDING READING-TO-PHILADELPHIA RAIL PASSENGER SERVICE

Nov 27, 2020, By Holly Herman, Reading Eagle - PennDOT plans to finalize a study by the end of the year about the feasibility of using Norfolk Southern owned freight train tracks for a Reading-to-Philadelphia passenger service train line.

The study will be presented to local transportation leaders including, Berks Alliance, a group of 30 community leaders committed to restoring the service.

"This high-level evaluation of the Norfolk Southern owned rail corridor from Reading to Norristown will provide projected ridership estimates, general capital cost estimates, and outline the general procedure for establishing passenger rail service, according to Ashley Schoch, a PennDOT spokeswoman.

Schoch said the planning study only outlines the required process to establish passenger service and acknowledges next steps by an interested project sponsor, but requires further coordination with Norfolk Southern.

At this point the rail lines are used exclusively for freight services, said Rachel McDonnell Bradshaw, spokeswoman for Norfolk Southern.

She said there are no plans so far to accommodate passenger or commuter services on those lines.

In August, Berks Alliance unveiled the results of a preliminary study on restoring a train service that closed June 30, 1981.

John P. Weidenhammer, chairman of the Berks Alliance, said he participated in the PennDOT virtual meeting and shared the information with all the community leaders in Berks who are working to restore the service.

The group's primary goal is for PennDOT to put the plan on track to happen. "After COVID-19 is over, people will want to use the train," he said.

He noted that two big educational projects will open soon in Berks County, which might provide additional users for the train.

Alvernia University is planning on opening an engineering and business center at Fourth and Penn streets in Reading as part of its CollegeTowne initiative.

Drexel University College of Medicine at Tower Health in Wyomissing is on track to open in the 2021-22 academic school year. The campus will have the capacity to educate 200 medical students.

The cost estimate for the train project was \$365 million, including buying the trains and paying Norfolk Southern for the right-of-way for tracks and associated upgrades.

The annual cost to operate the train would be \$20 million. The train would stop in Reading, Pottstown, Royersford, Phoenixville and Norristown.

From there, it would head to Philadelphia, stopping at Temple University, Jefferson station, Suburban Station and 30th Street station. At 30th Street, the train would connect to New York, Baltimore and Washington. The train would travel at a speed of up to 79 mph.

Jennie A. Granger, PennDOT deputy secretary of multimodal transportation, said the feasibility of using the Norfolk tracks is the first hurdle to tackle in this project.

She said the project is required to be included in the Pennsylvania rail plan to be eligible for federal funding.

The next step would be for Norfolk Southern to provide input on the project.

Weidenhammer asked the public to comment on PennDOT's rail project website about why the train from Reading to Philadelphia is necessary for transportation and economic development.

He said the initial study conducted by Transportation Economics & Management Systems Inc., based in Frederick, Md., included a review of Norfolk Southern.

He noted the Norfolk system has been substantially upgraded since the passenger train from Reading to Philadelphia closed in 1981.

The proposed Reading-to-Philadelphia passenger line plan was discussed briefly during a Nov. 16 virtual meeting about PennDOT's update on the rail plans.

The plan was put together with the understanding that when the coronavirus outbreak is over, the long-term outlook for train service will be positive.

The primary goal is to maintain existing train systems.

The study said ridership on Amtrak is expected to increase by 21% by 2025.



EAST BROAD TOP PLANS SPRING REOPENING FOR REGULAR OPERATION

ROCKHILL FURNACE, Pa., Dec. 11, 2020, By Dan Cupper, Trains News Wire — Regularly scheduled tourist passenger service is set to resume on the East Broad Top Railroad for the first time since the historic narrow-gauge line shut down

in 2011. This will occur in May or June 2021 "with or without steam (locomotives)" said Brad Esposito, the railroad's general manager, in an interview with Trains News Wire.

Train frequency and days of operation have "yet to be determined," Esposito said, adding that "we will be planning a few special events and trains over the winter and through the spring prior to start-up as well."

East Broad Top ran a series of diesel-powered short trips in August to celebrate the 60th anniversary of the original 1960 reopening of the line. Likewise, it is currently running a series of diesel-powered "Christmas in Coal Country" excursions over the holiday season.

Earlier in 2020, the non-profit EBT Foundation, Inc., purchased 27 miles of main line; yards, shops and headquarters; six Baldwin 2-8-2 steam locomotives; and passenger and freight rolling stock from the previous owners, the Kovalchick family. Under that ownership, the railroad was saved from scrap in 1956, revived as a tourist carrier in 1960, and continued to run



every season for a remarkable 51 years. When its operation could no longer be sustained under a for-profit umbrella, the family closed the railroad at the end of 2011, and sold it to the foundation [see "The East Broad Top will run again and again," Trains News Wire, Feb. 14, 2020].

Since then, the foundation and the volunteer Friends of the East Broad Top have been working feverishly to rehabilitate the track, the complete circa-1900 shop complex, and the rolling stock, with an eye to reopening the tourist-era operation from Rockhill Furnace to a wye and Colgate Grove picnic area about 4 miles north of there. Ultimately, the foundation is considering opening the main line south of Rockhill to the historic terminus at Robertsdale and Woodvale, Pa., where coal mines supplied the lading that was the railroad's reason for existence. The foundation has also floated the idea of reopening a long-abandoned mountainous branch line to offer scenic views and provide another visitor experience, but the first goal remains to restore the main line north to Colgate Grove.

DUES ARE DUE!

From Helen Shaak: We would like to remind members to renew their Chapter and National dues and thank everyone who has already renewed their dues.



I hope that you have enjoyed reading the 185 issues of the *Lancaster Dispatcher* that I have produced and appreciate the kind and encouraging compliments that I've received over the years. I wish everyone a very Healthy New Year in these uncertain times. In the immortal words of Porky Pig, "That's all Folks" - With thanks, Ed Mayover





"INSIDE THE BACK PAGE"
UPCOMING LANCASTER CHAPTER ACTIVITIES



JANUARY, 2021 - *NO CHAPTER MEMBERSHIP MEETING THIS MONTH*

FEBRUARY, 2021 - *NO CHAPTER MEMBERSHIP MEETING THIS MONTH*

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

MARCH 15, 2021 - *SUNDAY, 2:00 PM* - CHRISTIANA FREIGHT STATION - CHAPTER MEMBERSHIP MEETING

Join us for the first Chapter Membership Meeting in the New Year.



SIXTY-SEVEN YEARS AGO THIS MONTH - JANUARY, 1953



ON JANUARY 15, 1953, THE BRAKES ON THE CARS OF THE FEDERAL EXPRESS, A PASSENGER AND MAIL TRAIN OPERATED BY THE PENNSYLVANIA RAILROAD, MALFUNCTIONED AND THE TRAIN CRASHED INTO UNION STATION IN WASHINGTON, D.C., JUMPED THE PASSENGER PLATFORM, AND PLUNGED THROUGH THE FLOOR OF THE PASSENGER CONCOURSE INTO THE BASEMENT OF THE TRAIN STATION, WHERE THIS UNIQUE VIEW WAS PHOTOGRAPHED. THERE WERE NO DEATHS; 43 PEOPLE WERE INJURED - WIKIPEDIA. PHOTO - GHOSTSOFTDC.ORG.

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THIS IS THE FINAL ISSUE PRODUCED BY ED MAYOVER

CHAPTER MEMBERSHIP MEETING

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**SUNDAY, MARCH 15, 2021
STARTING AT 2:00 PM**

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