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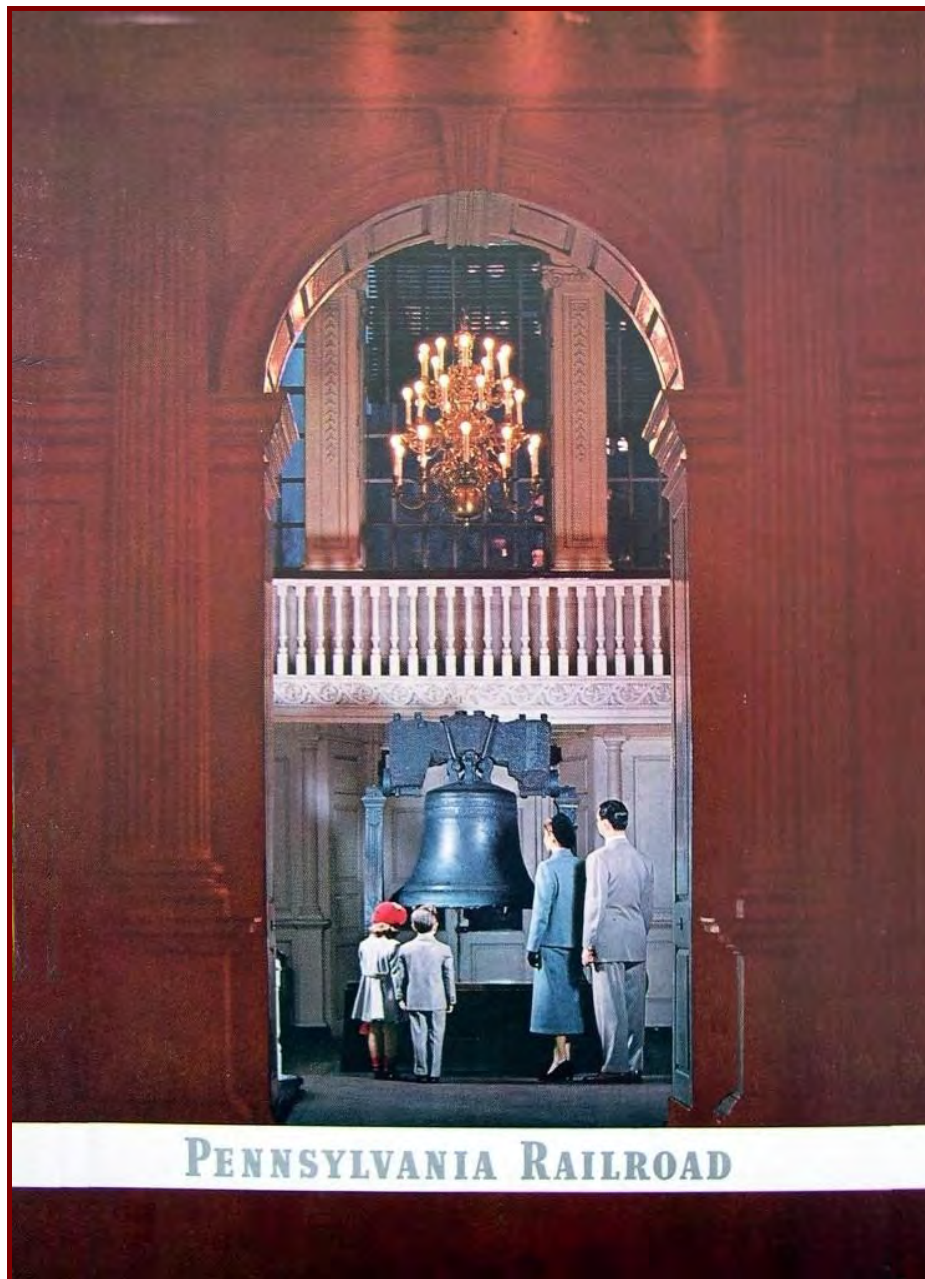


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PENNSYLVANIA RAILROAD

THE LANCASTER CHAPTER BOARD OF DIRECTORS WISHES ALL CHAPTER MEMBERS AND FRIENDS A VERY HAPPY AND SAFE INDEPENDENCE DAY HOLIDAY.

THE PHOTO OF THE LIBERTY BELL IS FROM THE COVER OF A PENNSYLVANIA RAILROAD BREAKFAST MENU ISSUED IN THE 1950S.

Rockets on rails

Space shuttle's last chapter leaves NASA Railroad's future in question

Later this year, the National Aeronautics and Space Administration (NASA) is scheduled to launch the final space shuttle mission, bringing to a close the agency's 30-year space shuttle program.

What that program's end will mean for NASA's short-line railroad at Kennedy Space Center has yet to be determined.

"That's the \$64 million question," says George Diller, a NASA spokesman.

As the shuttle program winds down to its final launch this summer, the space center's basic infrastructure, which includes the NASA Railroad, is under review, Diller says.

For the past 30 years, the short line has been an important component of the shuttle program, providing a system for transporting the solid rocket boosters from ATK Aerospace Systems' Utah manufacturing plant to the space center on Florida's east coast.

PRIVATE RAILROADS PLAY A PART

The solid rocket boosters are transported in eight-piece segments during a seven-day journey over track owned by Union Pacific Railroad, Kansas City Southern, Norfolk Southern Railway, CSX Transportation and Florida East Coast Railway (FEC), says Dave Hoffman, who managed the NASA Railroad for 13 years until he retired in 1996.

NASA owns three SW-1500 locomotives, but the rocket booster segment cars are owned by UP, CSXT, KSC and FEC, says Diller. Most of the rolling stock is standard operating equipment for freight rail, but some of the rocket-booster structure cars were designed and customized by NASA with Hoffman's input.

The railroad dates to the U.S. space program's early days, and FEC has a long his-

tory with the short line, Hoffman says. In 1963, FEC built a 7.5-mile connection from its mainline north of Titusville, Fla., across the Indian River to the Kennedy Space Center, which was under construction at the time.

The FEC connection joined 28 miles of NASA-built track at the Wilson Corners junction, just north of the space center. FEC also built two seven-track yards: Jay Jay Yard at the mainline interchange, and Wilson Yard. At Wilson Corners on the space center's northern end, the railroad splits into two, nine-mile stretches of track. One segment leads to the space center's vehicle assembly building and launch pad areas; the other, to the Cape Canaveral Air Force Station.

By the time the shuttle program took off in the 1980s, NASA Railroad's mainline between the FEC interchange north of Titusville and the space center's vehicle assembly building required upgrading, Hoffman says. As originally built, the track wasn't equipped to accommodate the weight of the 12-foot-wide, 150-ton rocket-booster segments.

So, NASA contracted FEC to rebuild the mainline with heavy welded rail, concrete ties and granite ballast to meet safety and weight requirements. The reconstruction helped ensure the track would survive the area's salty air and humid climate, Hoffman says.

"Some of that track has been out there since the late 1980s and all we've had done [to maintain it] is spray for weeds," he says.

The railroad has been used to haul other hazardous cargo, such as chemicals used in making rocket propellant, Air Force Titan rockets, Navy Trident missiles and shuttle

booster segments for the Ares I-X flight test.

Although President Barack Obama has said he's committed to NASA's future and its space-exploration mission, he's also called for expanding commercial companies' involvement in space transportation, including transporting astronauts to the International Space Station.

In December 2010, Space Exploration Technologies Corp. (SpaceX) used Cape



Canaveral Air Force Base to launch an unmanned rocket for testing in orbit — a first for a privately owned company. The rocket successfully parachuted back to Earth three hours later.

How the NASA Railroad might be used to serve commercial businesses like SpaceX is part of NASA's ongoing study.

"We are reviewing what the long-term requirements are for NASA, what requirements the Department of Defense will have, and what the needs of the commercial launch industry may be," Diller says. "We don't expect we'll have all the answers to that until late in 2011 or sometime in 2012." **PR**

—Julie Sneider



NASA Railroad transports the space shuttle's solid rocket booster segments over the Indian River on the trip from Jay Jay Yard to the space center.



THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



HARRIS

Harris Railroad Tower Museum is Open for the 2011 Season

Harris Tower has been completely restored to its early 1940's appearance. All equipment has been returned to operational condition and tied in to a computer simulation system. The computer is programmed with the actual PRR train schedules from 1943 allowing you to actually operate the levers of the interlocking machine to route trains to their proper destinations! Harris is located adjacent to busy NS and Amtrak Lines and provides the perfect vantage point to view and photograph dozens of trains that pass by right outside the tower's windows every day!

Harris Tower marked the western terminus of the Pennsy's passenger line electrification. It was at Harris where electric motors were swapped with steam and diesel. The tower is located at the corner of 7th and Walnut Streets in downtown Harrisburg, PA and is open Saturdays through October 29 from 10 am to 4 pm with the last tour beginning at 3 pm. Admission is free and there is free parking adjacent to the tower. Harris is only a two block walk from the Harrisburg Amtrak Station. For additional information or for group visits, contact the Harrisburg Chapter of the NRHS at 717-232-6221 or by e-mail at HarrisTower@verizon.net. Hope to see you there! [Harrisburg Chapter, N.R.H.S.]



Virginia Rail Agency Ponders Expansion With Amtrak, Class Is

Virginia Department of Rail and Public Transportation (DRPT) officials have begun discussions with Amtrak, CSX Transportation, Norfolk Southern Railway and city of Norfolk representatives to extend Richmond's Amtrak Virginia regional service to Norfolk.

Using state rail enhancement funds, DRPT is working on expanding access to passenger rail in all the state's major population centers. Project partners have established bi-weekly meetings to advance the project, DRPT officials said in a prepared statement.

DRPT, Amtrak, NS and city officials have begun discussing Amtrak facility improvements and design work. In addition, DRPT is working with CSXT to forge an agreement necessary for use of the Class I's track for service between Staples Mill Station and the NS connection at Petersburg. Discussions between DRPT, CSXT and NS also are under way on the connection's design.

When the expansion is completed, Norfolk-area residents will have access to passenger-rail service from Norfolk as far north as Boston, DRPT officials said. The new service is slated to begin in 2013. [Progressive Railroading]

Amtrak Pursuing Private Investment to Support Northeast Corridor High-Speed Rail Plans

WASHINGTON – Amtrak is developing an in-depth business plan that will maximize the opportunity for private investment to finance the construction of infrastructure and the acquisition of equipment required to provide 220 mph (354 kph) next-generation high-speed rail service in the Northeast Corridor.

"Amtrak will aggressively pursue private investment, in combination with funding from the federal government and from other public sources, to achieve our goal of initiating true high-speed rail from Washington to

Boston," said Al Engel, Amtrak Vice President, High-Speed Rail.

In April, Amtrak issued a request for proposals for a fully implementable and robust business and financial plan where Amtrak is the key developer and operator of the high-speed rail system. It will identify and develop public and private funding sources and address fundamental issues of risk, credit, debt and investment phasing among other criteria.

The business plan also will include strategies and tactics for meeting the project delivery timelines and achieving financial targets, provide information for Amtrak's FY 2013 federal budget request and lay out the strategy for subsequent forays into the private investment and capital markets. To date, numerous private investment firms have expressed interest in working with Amtrak. Proposals were due June 10.

Mr. Engel said the active pursuit of private financing is one of several actions taken by Amtrak to move forward its next-generation high-speed rail vision plan since it was announced in September 2010. Another key action is the development of a stair-step approach outlining a clear, structured and coordinated path to achieve 220 mph service on exclusive operational segments first between Philadelphia and New York, then New York to Washington, followed by New York to Hartford and finally Hartford to Boston.

The recent announcement by the U.S. Department of Transportation to award Amtrak \$450 million to upgrade a 24-mile section of its Northeast Corridor infrastructure to support maximum speeds of 160 mph (257 kph) is an important part of this stair-step approach.

In addition, Amtrak distributed its high-speed rail vision plan for international peer review by high-speed rail operators in Europe and Asia. Most reviewers agreed with the stair-step approach and noted that the current strategy is needed for successfully implementing next-generation high-speed rail in the Northeast Corridor. Many reviewers also said Amtrak ridership estimates were too low and several major operators indicated there are construction cost reduction opportunities that could reduce the capital investment.

There also was the recurring theme by the reviewers that Amtrak would likely capture a larger share of the intercity travel market than what is projected in the plan. "This bodes well for an even higher benefit/cost ratio than the current 2.3 stated in the report," said Engel.

Other significant actions taken by Amtrak in the past several months include the announcement of the Gateway Project to construct a new Portal Bridge over the Hackensack River and new tunnels under the Hudson River to access an expanded New York Penn Station, and the unveiling of a plan to lengthen all 20 existing high-speed Acela Express trains from 6 to 8 coaches to expand seating capacity 40 percent. In addition, the Northeast Corridor was named a federally-designated high-speed rail corridor by the U.S. Department of Transportation.

Furthermore, Amtrak is a partner in the 8th World Congress on High-Speed Rail that will be held in the United States in July 2012. As a partner with the International Union of Railways, the American Public Transportation Association and the Association of American Railroads, Amtrak will host the world congress in Philadelphia. The event is expected to attract some 2,000 attendees worldwide to exchange views on the development and achievements of high-speed rail.

"Even with limited funding, Amtrak is continuing to make bold moves forward toward realizing its vision for 220-mph next-generation high-speed rail in the Northeast Corridor," Engel explained. [Amtrak]

Amtrak Connecticut Bridge Projects Show Significant Progress

NEW YORK – Amtrak work on its three Connecticut movable bridge projects remains on-schedule for completion. Two of the three federally-funded projects are on pace to be concluded sometime in 2013, with work to replace the railroad bridge over the Pattaganset River (Miamicock) in East Lyme scheduled to be completed next month.

Replacement of the Railroad Bridge over the Pattaganset River (Miamicock)

The \$20 million Miamicock Bridge Replacement Project is being funded by the American Recovery and Investment Act (ARRA) and is in its final stages with an anticipated completion date by the end of June. This work will result in smoother and more reliable service for passengers after the construction of the new railroad bridge. The project included removal of the existing 100 year old bridge and substructure, and construction of the new bridge on footings supported by piles driven to bedrock. This project was unique in that construction was completed on each track in phases while train service remained active on the adjacent track.

Niantic Bridge Replacement Project

The \$125 million Niantic Bridge Replacement Project in East Lyme remains on pace for completion in May, 2013, with significant progress made this winter to replace the existing 103-year old span. The three year project began in April, 2010. It is being funded by \$47.1 million from Amtrak's annual capital program and \$57.6 million from ARRA. Crews are preparing to begin: construction of a new navigation channel bridge pier fender system; installation of an electrical submarine cable crossing under the navigation channel and between the river piers; and completion of the concrete river piers, bridge abutments and the pre-cast of a concrete sea wall. All of this work is to be completed by the end of this year.

East and West Harbor Railroad Bridge Project

Construction at this site in Stonington resumed last month after a brief hiatus. Work on the \$32 million bridge replacement project is being performed by new contractor Cianbro. The East and West Harbor Bridges each received \$16 million in ARRA funding for their removal and replacement with new bridges, steel spans, concrete piers, and headwalls. As a result of the work, the bridges will have increased in its vertical clearance under the bridge which will improve access north of the railroad for local boaters to Lambert's Cove – a goal long sought by the Stonington community. [Amtrak - May 23, 2011]

Amtrak Chief Says Trains More Vulnerable to Terrorism than Planes, Wants to Step Up Patrols

WASHINGTON — Amtrak President Joseph Boardman says he wants to step up security patrols of the passenger rail network and explore new technologies able to provide advance warning of track tampering following revelations that al Qaida considered attacking U.S. trains.

Boardman told a Senate panel Tuesday that the agency has expanded its use of explosive-sniffing dogs and is in close contact with U.S. and international security agencies.

He said promising ultrasonic and laser technologies may enable detection of track problems far ahead of trains. But he cautioned that trains are more vulnerable to attack than planes because terrorists have more ability to access trains and track. He said more patrols of tracks are needed to identify specific points of vulnerability. [The Washington Post via Associated Press - May 17, 2011]

Feds to spend \$40M on Keystone Corridor

Just east of Harrisburg, the trains on Amtrak's Keystone line have to drop their speeds from 80 mph to 15 mph because they have to cross a series of switches.

The Federal Transportation Department, however, announced plans that would improve those switches and allow the trains to continue at 80 mph,

cutting between seven and nine minutes from the 35-mile trip between Lancaster and Harrisburg.

The \$40 million upgrade for the busy Keystone Corridor between Philadelphia and Harrisburg is a small portion of the \$2 billion in transportation funding announced by U.S. Transportation Secretary Ray LaHood.

A much larger slice of the pie — nearly \$800 million — went to Amtrak's Northeast Corridor, which provides high-speed rail service between Boston and Washington, D.C. The stations in Philadelphia and New York are the two busiest along that corridor. Upgrades planned with that funding will allow Northeast train speeds to increase from 135 mph to 160 mph. Pennsylvania had sought \$248 million to replace the switches in Harrisburg, along with those in Philadelphia, Paoli, Thorndale and Pottstown.

PennDOT spokesman Rich Kirkpatrick said the switch project is still in the design phase. Construction is between 18 months and two years away, he said.

The Keystone Corridor, which includes service from Philadelphia to New York, is Amtrak's fourth busiest. It carried nearly 1.3 million passengers in the fiscal year that ended in September.

The Northeast Corridor, which carried 10.4 million passengers, was Amtrak's busiest. There were 266,000 passengers using the Lancaster station from July 2010 through December 2010, Kirkpatrick said. That made the station the third busiest in the state and the 22nd busiest in the country, Amtrak reported.

Harrisburg, by comparison, saw 268,000 passengers in the last half of 2010. It is the second busiest in the state, behind Philadelphia's 30th Street Station, and the 20th busiest in the nation.

The Elizabethtown station saw 95,173 passengers and Mount Joy had 56,796 passengers in Amtrak's 2009 fiscal year. That made those stations the sixth and eighth busiest in the state. [Intelligencer Journal Lancaster New Era by Bernard Harris, Staff Writer. The Associated Press contributed to this report]



CSX Commits Additional \$160 Million to National Gateway

JACKSONVILLE, Fla., May 18, 2011—CSX announced today that it will invest \$160 million over the next several years to complete one of the most important transportation projects in the country -- the National Gateway. This project will deliver substantial public benefits, including thousands of jobs. This latest commitment by CSX will bring those benefits and jobs much sooner than would otherwise be possible.

"Through the National Gateway, CSX and its public partners are working together to vastly improve the quality and flexibility of the eastern rail network," said Michael J. Ward, CSX chairman, president and chief executive officer. "With today's new \$160 million commitment, CSX will have obligated a total of about \$575 million over several years to better meet the needs of our customers, our states and our ports."

Total project costs are approximately \$850 million, and state and federal partners are investing more than \$280 million to help secure the substantial public benefits of the National Gateway. These public partners recognize that investing in the quality of the transportation infrastructure is essential for American competitiveness.

The National Gateway investment will be made over several years and, taken together, represent one of the largest project investments in company history. The amounts are included in the company's long-term capital plans.

Most of the \$160 million investment announced today will expand and improve the century-old Virginia Avenue Tunnel in Washington, D.C. and provide double-stack train clearances in Maryland, West Virginia and the

District of Columbia.

Supporting ports and businesses. The project will move more of CSX's customers' freight on double-stack trains between the Midwest and the Ports of Baltimore, Virginia, and Wilmington. This will be especially important as the Panama Canal expansion brings more traffic through these ports.

Supporting communities. The National Gateway will bring jobs and infrastructure improvements to communities while taking trucks off the highways. In the first 30 years of operation, it is expected to create 50,000 jobs and convert more than 14 billion highway miles to rail, saving many millions of dollars of highway maintenance costs.

Supporting the environment. Trains can move one ton of freight nearly 500 miles on a single gallon of fuel, and double-stack trains traveling along the National Gateway can deliver twice as many goods on one trip. The National Gateway could avoid nearly 2 billion gallons of fuel consumption and 20 million tons of CO2 emissions in the first 30 years of operation.

"The completion of the National Gateway and Virginia Avenue Tunnel will help improve the flow of rail traffic through the District and the region, and we will be working with CSX to minimize the impact of the construction on our residents and neighborhoods," said Terry Bellamy, interim director, District Department of Transportation.

"The National Gateway will positively impact Maryland's economy, transportation system and environment," said Maryland Transportation Secretary Beverley Swaim-Staley. "We have been proud to partner with CSX on this initiative and today's announcement is another significant demonstration of their commitment to Maryland. It will allow Maryland to compete globally while creating jobs and growing the economy locally."

Sean T. Connaughton, secretary of transportation for the Commonwealth of Virginia, said, "The National Gateway, with its improvements to the Virginia Avenue Tunnel, Kilby Yard and along the I-95 rail corridor, will open new business opportunities for the Port of Virginia and position the Commonwealth to be even more competitive in the global economy. The improvements on this corridor will also help address highway congestion and complement Virginia's passenger rail initiatives."

About the National Gateway

The National Gateway is an innovative infrastructure project that will improve the flow of freight rail traffic throughout the eastern United States by increasing the use of double-stack trains, creating a more efficient rail route between Mid-Atlantic ports and Midwestern markets. This award-winning public-private partnership will clear 61 obstructions and build or expand six intermodal facilities along CSX's network in North Carolina, Virginia, Maryland, West Virginia, Pennsylvania, Ohio and the District of Columbia that together make up the National Gateway. The National Gateway is supported by a broad and diverse group of more than 300 public and private sector organizations and individuals. For more information visit www.nationalgateway.org. [CSX Corp.]

CSX Provides Additional Financial Guidance at its Investor and Financial Analyst Conference

JACKSONVILLE, Fla., May 18, 2011 – Building on the momentum in its business performance and the positive outlook for freight rail transportation, CSX Corporation today provided additional financial guidance at its Investor and Financial Analyst Conference in Detroit.

CSX is targeting a compound annual growth rate in earnings per share of 18 to 20 percent through 2015, supported by a compound annual growth rate for operating income of 12 to 14 percent over the same time period. Both measures use 2010 results as the base year and reflect the company's belief in its ability to grow its business at levels that outpace general economic growth. The company also reaffirmed its goal of achieving a 65 percent operating ratio by no later than 2015.

"CSX is ideally positioned to meet the growing transportation demand in

this country," said Michael J. Ward, chairman, president and chief executive officer. "Expansion in the U.S. economy, global trade and CSX's substantial investments in its infrastructure mean more things will move on our highly efficient freight rail network."

At the conference, CSX said it expects to reinvest an average of 18 percent of its revenues back into its business through 2015. The company invested \$8.3 billion in the five years between 2006 and 2010.

The company also said it intends to base future dividends on a payout ratio of 30 to 35 percent of earnings per share as measured on a trailing 12-month basis. CSX said it is targeting share repurchases of about \$1 billion annually after its current \$2 billion program is completed, which is expected to be by the end of 2012.

"Our high expectations for CSX are grounded in what we clearly see happening in the marketplace and what we know about the capability of our people, our infrastructure and our ability to bring value to customers," said Oscar Munoz, executive vice president and chief financial officer. "We see significant opportunity to create value and are working to build on that opportunity through the balanced deployment of capital and a focus on strengthening our credit profile." [CSX Corp.]



Economic Recovery Will Continue, Norfolk Southern CEO Tells Stockholders

NORFOLK, VA. – "The economic recovery is well under way, and barring some unanticipated event, it will continue well on into 2012," said Wick Moorman, chief executive officer of Norfolk Southern Corporation, during the company's 29th annual stockholders meeting, held May 12 in Williamsburg

"We at Norfolk Southern feel good about the results we are producing and are confident in our ability to produce superior service for customers and superior returns for shareholders," Moorman said. He noted that the company reported its second-highest revenues ever in 2010, a momentum that carried over into 2011. Norfolk Southern reported record revenues, income from railway operations, and earnings per share in first-quarter 2011.

Moorman said the company's investments in corridor initiatives – highlighted by the 2010 opening of the Heartland Corridor and the 2011 ground breakings for new terminals in Alabama and Tennessee – support current and future volume growth. "These initiatives give us increased rail capacity and also provide safety and environmental benefits for the public," he said. "They are also important indicators of our commitment to sustainable business practices that create green jobs."

Moorman said the company's targeted recruitment of train-and-engine service employees to handle growing freight volumes is paying off with improved customer service. He also credited employees for the company's continued industry leadership in employee safety. The Harriman Gold Medal will be presented to Norfolk Southern for a 22nd consecutive year during ceremonies next week in Washington, D.C. "It is recognition yet again of the determination of our people to ensuring that we conduct our business safely – not only for all of us at Norfolk Southern, but for our families, our customers, and for the communities we serve," Moorman said.

In official business, stockholders re-elected four directors whose terms will expire in 2012: Gerald L. Baliles, director of the Miller Center of Public Affairs at the University of Virginia; Erskine B. Bowles, senior advisor to Carousel Capital and co-chairman of the National Commission on Fiscal Responsibility and Reform; Karen N. Horn, a partner with Brock Capital Group; and J. Paul Reason, retired admiral and former commander in chief of the U.S. Atlantic Fleet.

Stockholders also ratified the appointment of KPMG LLP as auditors and approved advisory resolutions on the compensation of executive officers and annual advisory votes on executive compensation.

Wick Moorman's remarks to stockholders and a new video, Forward, are posted in the Investors section of the NS website. [NS Corp.]

Norfolk Southern Employees Win Rail Industry's Top Safety Award



Washington, D.C., May 18, 2011 - America's railroads today honored the industry's safety achievements and celebrated railroads with the best employee safety records at the annual E. H. Harriman Awards. According to the Association of American Railroads (AAR), 2010 was the safest year ever for railroads, with significant reductions achieved in train accidents and employee casualties.

In 2010, train accidents on U.S. Class I freight railroads were down 3 percent with the rate per-million-train-miles falling 9.6 percent from the previous record established in 2009. The number of employee casualties on U.S. Class I freight railroads fell by 14.2 percent, while the employee casualty rate measured per-hundred full-time equivalent employees declined 16 percent from the previous record set in 2009.

"It is the tremendous dedication and hard work of our employees that makes rail the safest mode of transportation today," said AAR President and CEO Edward R. Hamberger. "Our industry continuously invests, innovates, improves and implements systems and technology that make our business ever safer."

The 2010 E. H. Harriman Awards winners are as follows:

In Group A, comprising line-haul railroads whose employees worked 15 million employee-hours or more, Norfolk Southern received the gold award for the 22nd year in a row. CSX Transportation won the silver award and Union Pacific Railroad the bronze award.

In Group B, line-haul railroads whose employees worked 4 to 15 million employee-hours, the gold award went to Kansas City Southern Railway for the fifth year in a row. The silver award went to Canadian Pacific (U.S. Operations), while the bronze went to Canadian National (U.S. Operations).

Group C includes railroads whose employees worked between 250,000 and 4 million employee-hours. The gold award went to the Buffalo and Pittsburgh Railroad, while the Missouri and Northern Arkansas Railroads took the silver and the Paducah and Louisville Railroad the bronze.

In Group S&T, for switching and terminal companies with more than 250,000 employee hours, the Gary Railway took the gold, while the silver award went to the Port Terminal Railroad Association and the Union Railroad received the bronze award.

One railroad in each category was honored for showing the most improvement in injury rates between 2009 and 2010. Awards went to CSX Transportation (Group A); CN, U.S. Operations (Group B); Pacific Harbor Line (Group C), and the Port Terminal Railroad Association (S&T).

The Harriman Awards were established by the late Mrs. Mary W. Harriman in memory of her husband, Edward H. Harriman, an American legend in railroading. Today, the awards are administered by the E. H. Harriman Memorial Awards Institute, with support from the Mary W. Harriman Foundation. Harriman winners are selected by a committee of representatives from the transportation field and are granted on the basis of the lowest casualty rates per 200,000 employee-hours worked. All data is documented by the Federal Railroad Administration. [NS Corp.]



SEPTA Board Approves Fiscal Year 2012 Operating & Capital Budgets

PHILADELPHIA, PA - The SEPTA Board approved Operating and Capital budgets for Fiscal Year 2012, which begins July 1, 2011. The Operating Budget does not increase fares and maintains current service levels. The budget vote was taken during the SEPTA Board's regular monthly meeting on May 26, 2011.

The budgets reflect SEPTA's ongoing commitment to control costs and increase efficiencies, while improving customer service and modernizing

an aging infrastructure. The \$1.22 billion Operating Budget represents an increase of about 3.5 percent over Fiscal Year 2011, despite significant increases in areas such as healthcare, prescriptions and claims.

For the second straight year, SEPTA expects to defer dozens of improvement projects that are vital to the short- and long-term health of the transit system. The \$311 million Capital Budget represents a 25 percent reduction compared to funding levels of two years ago, leaving just enough to cover expenses such as debt service, new buses and paratransit vehicles, equipment overhauls, and mandates such as Regional Rail signal system upgrades. Meanwhile, long needed improvements - from City Hall Station renovations to critical overhauls for aging electrical substations - are delayed indefinitely

These projects were expected to move forward with the help of Act 44, a measure approved by Pennsylvania lawmakers in 2007 to create a dedicated source for transportation funding. To fully fund the initiative, Act 44 called for generating new revenue streams, including the addition of tolls on Interstate 80. Last year, however, the federal government rejected the states I-80 plan, forcing SEPTA to cut 22 improvement projects from the 2011 budget. It has also halted many elements of the Authority's long-term Capital Improvement Plan, which in recent years has resulted in major infrastructure upgrades, the addition of new equipment and improvements in customer service.

SEPTA, however, remains optimistic funding for infrastructure improvements will be addressed. General Manager Joseph M. Casey pointed to Gov. Tom Corbett's formation of the Pennsylvania Transportation Funding Advisory Commission, which is studying ways to fund transportation statewide.

"SEPTA looks forward to hearing the Transportation Funding Advisory Commission's recommendations, and working with Gov. Corbett's administration to find solutions to Pennsylvania's transportation funding crisis," Casey said. "I also want to assure our riders that, despite these funding challenges, SEPTA remains committed to providing the highest level of service possible, and making further system improvements."

The Fiscal Year 2012 budgets are posted in the Reports section of SEPTA's Website. [SEPTA]



PRR, PRSL & LIRR EVENTS IN JULY

July 1880 - Plans for Broad Street Station in Philadelphia completed.

July 1895 - "Spirit of Transportation" terra cotta high relief by sculptor



Karl Bitter installed on west wall of waiting room of Broad Street Station; the panel is centered around an allegorical female figure representing the Spirit of Transportation in a classical triumphal car; she symbolically links the "East", represented by an old Arab man and a young

Japanese girl, with the "West", represented by a youth in Puritan garb for the North and a Spanish woman for the South; at the front of the car, a woman in modern dress represents the Present, while several children in front of her carry models of a steamboat and a locomotive; the youngest carries a Jules Verne type airship, representing the Future; at the left of the panel, a Spaniard holds a model of the Santa Maria, and to his left is a pioneer covered wagon. (The "Spirit of Transportation" was moved to the west wall of the North Waiting Room at PRR's 30th Street Station in

1933, where it resides today - Ed.)

July 1, 1905 - "Seashore House" opens as Philadelphia PRR YMCA vacation facility on the Bay at Ocean City, N.J.

July 4, 1910 - PRR announces it is constructing a new car yard at turntable between 20th & 23rd Streets west of Broad Street Station and increasing number of running tracks between "B" Interlocking at 23rd Street and West Philadelphia from two to four and adding an inbound engine and empty car track; to be completed by Dec. 1.

July 1, 1917 - PRR begins operating Cornwall & Lebanon Railroad under agreement of June 27, 1916; becomes new Lebanon Division of PRR.

July 10, 1920 - PRR bestows special keystone-shaped medals on all 27,128 employees who have served in armed forces during war, including 610 to next of kin of those killed; medals are presented simultaneously around system by department heads; the medals are keystone-shaped; the front has a figure of Liberty with a torch and shield and a soldier with a raised gun in front, flanked by trains and Penn Station and Broad Street Station in background; obverse has recipient's name with slogan "Honor for Duty Nobly Done"; name is flanked by semaphores, one on left set for "danger" and one on right for "clear".



July 13, 1925 - City of Philadelphia and PRR sign agreement covering "Philadelphia Improvements"; City to replace Market Street Elevated with subway from Schuylkill River to 44th Street and make other street and bridge improvements, including new

Pennsylvania (later Kennedy) Boulevard between City Hall and 30th Street Station on site of "Chinese Wall."

July 20, 1930 - Electric local revenue service begins between 52nd Street, Philadelphia, and Norristown; electrification is not extended to Phoenixville as originally planned.

July 25, 1935 - New "UNION JCT." Interlocking placed in service at Baltimore.

July 30, 1940 - PRR orders two T1 4-4-4 duplex passenger locomotives from Baldwin; modification of a Baldwin design; shorter and more practical than S1.

July 26, 1945 - *The Pittsburger* restored as a day train with parlor cars and coaches.

July 8, 1950 - Last run of PRSL passenger service between Woodbury and Penns Grove, NJ.

July 29, 1955 - "Philadelphia Improvements" officially completed, including regrading of property east of Schuylkill River.

July 1960 - PRR furloughs 2,200 employees because of recession-induced downturn in traffic.

July 16, 1965 - Last run of PRSL commuter service over old Atlantic City Railroad line between Camden and Clementon, N.J.

July 16, 1967 - Shop-craft strike halts all rail service nationwide; reaches New York area in afternoon stranding many commuters; LIRR remains open.

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

CONRAIL  **BIG BLUE MEMORIES**
CONRAIL EVENTS IN JULY

July 4, 1976 - U.S. celebrates Bicentennial; Conrail operates extra service to New York for spectators at "Operation Sail," a parade of the world's tall ships.

July 31, 1981 - SEPTA and Conrail end commuter service to Reading and Pottsville, Pa.

July 1, 1982 - Labor Management Program created.

July 29, 1982 - Last train over the former Reading R&C Branch out of Columbia, Pa.

July 24, 1984 - Blandon Low Grade Line collapses into quarry under Train Symbol OIIN-3. (Oak Island-Indianapolis - Ed.)

July 20, 1987 - U.S. Savings Bond campaign launched.

July 29, 1987 - First Annual Shareholders Meeting held in Philadelphia.

July 30, 1987 - Conrail and Santa Fe unveil a 76-hour run-through service between New York-New Jersey and Los Angeles - the fastest coast to coast rail service to date.

July 28, 1991 - NICE Tower, the last active Reading Company tower in Philadelphia, closes.



TIMETABLE 07-11

For Lancaster Chapter News,
see "INSIDE THE BACK PAGE"

Through October, 2011

History of the Philadelphia & Reading Railroad and the Civil War - Pulling for the Union exhibit at the Reading Railroad Heritage Museum, 500 South Third Street, Hamburg, Pa. Adm: \$4-5 based on age. Info: 610-562-5513 or www.readingrailroad.org.

Through October 30, 2011

The Once and Future Pennsylvania Station at the New York Transit Museum Gallery Annex and Store at Grand Central Terminal.

Sunday thru Sunday, June 26-July 3, 2011

Train Collectors Association National Convention in Sacramento, Ca. Hosted by the Nor-Cal Division. Info: www.tcmembers.org

Friday through Sunday, July 1, 2, 3, 4, 9 & 10, 2011

The East Broad Top Railroad National Historic Landmark: A Day Out with Thomas at 421 Meadow St. Rockhill Furnace, PA 17249. Info: www.ebtrr.com or call 814-447-3011.

Sunday, July 3 through Saturday July 9, 2011

NMRA National Convention at Sacramento, Ca. Info: www.x2011west.org.

Friday through Sunday, July 8-10, 2011

The National Train Show at the Sacramento Convention Center, Sacramento, Ca. Info: www.sacramentoconventioncenter.com.

Friday Evening, July 8 & 15, 2011

Strasburg Rail Road is hosting a special wine tasting aboard the 7:00 pm train. Info: www.strasburgrailroad.com.

Sunday through Friday, July 10-15, 2011

NRHS RailCamp at the Steamtown National Historic Site in Scranton, Pa. Info: www.railcamp.com/offerings

Saturday and Sunday, July 16-17, 2011

5th Annual Toy & Model Train Flea Market at the Williams Grove Historical Steam Engine Association. Contact Bill Medlin @ wim643@yahoo.com for more info. Free admission.

Thursday through Sunday, July 21-24, 2011

Train Festival 2011 at the Quad Cities of Davenport and Bettendorf in Iowa, and Moline/East Moline and Rock Island in Illinois. Info: www.trainfestival2011.com

Saturday, July 23, 2011

The Rolling Antique Show & Run at the Strasburg Rail Road. Info: www.strasburgrailroad.com

Saturday and Sunday, July 30-31, 2011

Railroad Days at Historic Cold Spring Village at 720 Rt. 9 South, Cape May, NJ. Info: www.hcsv.org.

Saturday and Sunday, Aug. 6-7, 2011

Greenberg's Train and Toy Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD 21093. Info: www.greenbergshows.com/schedule

Friday Evening, Aug. 12 & 19, 2011

Strasburg Rail Road is hosting a special wine tasting aboard the 7:00 pm train. Info: www.strasburgrailroad.com.

Saturday and Sunday, Aug. 13-14, 2011

Greenberg's Train and Toy Show at the New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ 08837. Info: www.greenbergshows.com/schedule

Friday Evening, Aug. 19, 2011

Annual Bill Wagner Summer Dinner by the Philadelphia Chapter, NRHS at the Moonstruck Restaurant, 7955 Oxford Ave, in the Fox Chase section of Philadelphia - a one block walk from SEPTA's Fox Chase Regional Rail station. Cost \$46.00 per person by Monday, August 8, 2011. Reservations with remittance payable to "Philadelphia Chapter, NRHS" at Summer Dinner, Philadelphia Chapter, NRHS, PO Box 7302, Phila, Pa. 19102-7302.

Sunday through Monday, Aug. 28-Sept. 5, 2011

53rd Annual Summer Show at the Williams Grove Historical Steam Engine Association. Steam train rides, nightly entertainment, blacksmith shop, steam traction engines operating daily, antique tractors, hit and miss engines, great food. Enjoy the car show on Sunday, August 28th. Daily Admission will be charged. The consignment sale will be held on Saturday, September 3rd at 8:00am. Info: www.wghsea.org.

Saturday and Sunday, Sept. 3-4, 2011

Railfest 2011 at Steamtown National Historic Site. Railfest 2011 celebrates the 25th Anniversary Year of Steamtown National Historic Site, the 40th anniversary of Amtrak, and the 125th anniversary of Scranton's electric trolley system. Info: www.nps.gov/stea

Saturday and Sunday, Sept. 10-11, 2011

The Great Lehigh Valley Train Meet at the Merchants Square Mall, 1901 South 12th St., Allentown, Pa. 18103. Info: www.valleygoto.com/train.

Sunday, Sept. 25, 2011 - TENTATIVE

Farewell to the Budd and St. Louis Silverliners over SEPTA Regional Rail lines by the Philadelphia Chapter, NRHS. Final details not yet available. Info: Send self-addressed, stamped, envelope to Philadelphia Chapter, NRHS, PO Box 7302, Phila, Pa. 19102-7302.

Saturday and Sunday, Oct. 1-2, 2011

The Susquehannock and The Pittsburger Special Fall Foliage Excursions in conjunction with Railfest 2011 by the Altoona Railroaders Memorial Museum. Info: www.railroadcity.com.

Thursday through Sunday, October 27-30, 2011

N.R.H.S. Fall Conference at the DoubleTree Downtown Hotel, 700 N. King Street, Wilmington, DE. Hosted by the Wilmington Chapter.

Monday through Monday, June 18-25, 2012

2012 N.R.H.S. National Convention in Cedar Rapids, Iowa. Hosted by the Iowa Chapter. Possible opening event sales by early Fall 2011.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Through Saturday, December 31, 2011

RAIL TRAFFIC CONTROL: Managing the Crossroads of Commerce

Wednesday, June 29 thru Monday, July 4, 2011

Reading Railroad Days

Monday, July 11 thru Friday, July 15, 2011

Barons & Builders Day Camp for ages 9 and 10

Monday, July 25 thru Friday, July 29, 2011

Barons & Builders Day Camp for ages 11 and 12

Friday, August 12 and Saturday, August 13, 2011

Hogwarts Express Parties

Saturday, September 24, 2011

Members Day

Friday, October 7 thru Sunday, October 9, 2011

Model Railroading Days

Sunday, October 9, 2011

Garden Railways Tour

**Railroad Museum of Pennsylvania to Employ Geothermal Heat**

STRASBURG, Pa. — The Railroad Museum of Pennsylvania will heat its cavernous rolling stock hall with geothermal heat, the *Lancaster New Era* has reported. Workers are in the process of drilling 125 wells to a depth of 500-600 feet into the ground around the museum as part of the new system.

When completed, heat from deep within the earth will keep temperatures between 60 degrees in winter and 80 degrees in the summer. Temperature swings in the rolling stock hall currently swing from 20 in the winter to 90 in the summer. The system will also lower humidity in the building.

The state of Pennsylvania has funded the system with a \$6 million grant. The roof of Rolling Stock Hall also will be rebuilt and insulated, and new skylights will be installed to maximize energy efficiency and natural lighting. New energy efficient, insulated doors will replace the current roll-up doors at the west end of the hall. [TRAINS News Wire and Railroad Museum of Pennsylvania]



July 15, 1861 - Charles E. Smith elected President of the Philadelphia & Reading.

July 1, 1876 - Reading ceases paying dividends as a result of Pres. Gowen's reckless expansion program.

July 1895 - Reading places Baldwin Vauclain compound 4-2-2 No. 385 with 84" drivers in service on fast Jersey City-Philadelphia trains.

July 4, 1900 - Atlantic City Railroad Class P-3a 4-4-2 sets new Camden-Atlantic City speed record of average 75.2 MPH.

July 11, 1911 - Excavation begins for new Delaware River Bridge at Yardley, Pa.

July 26, 1931 - Reading inaugurates electrified suburban service from Reading Terminal to West Trenton, Hatboro, and Lansdale/Doylestown.

July 4, 1966 - Reading asks ICC to delay Penn Central merger on grounds



that indemnity payments to D&H, EL and B&M will divert traffic from Reading.

July 17, 1973 - Reading Pres. Charles E. Bertrand announces that C&O has sold its 1.27 million Reading shares to three Chicago investors at 10 cents a share, ending the historic ties between the Reading and B&O systems dating back to 1880.

July 2, 1974 - Judge Ditter rules that Reading can be reorganized if it transfers some of its property to Conrail.



JUNE, 2011

CHAPTER MEETING MINUTES

CALLED TO ORDER: The Regular Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday, June 20, 2011. The meeting was called to order at 7:30 pm by President Tom Shenk with 53 members and 2 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the May Membership Meeting Minutes. Tom McMaster approved the motion and Marlyn Geesey seconded the motion. The May Membership Meeting Minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice President Fred Kurtz announced that there were no new renewals for membership this month. Fred announced tonight's chapter meeting guests: Joe Walker, Joe Hefferon, and Walter Pouge. Fred asked if anyone is interested in receiving the electronic version of the newsletter, contact him with your e-mail address. Fred also is considering giving up his position as First Vice President. If any chapter member is interested in this position contact Fred. The position would entail membership duties. Fred also is looking for someone who would be interested in doing the chapter website.

CHAPLAIN: Chaplain Doris Geesey read "Meekness." First Peter, Third Chapter, Verse Eight. Doris reported she sent a card on behalf of the Chapter to Sandy Jones. Sandy was in attendance at tonight's Chapter Meeting.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for the month of May. Tom Shenk thanked Mary and Dale Kerschner and Karen Roth for serving on the Audit Committee this year. Dale gave a report to the Chapter Membership on the activities and society records for the Chapter. The Audit Committee found all the records to be in order. Tom also thanked Dennis Allen and Toady Kennel for their work in keeping all the records organized.

TRIPS: Dennis Allen reported that everything is looking good for the Arizona trip in September.

NATIONAL DIRECTOR'S REPORT: Tom Shenk announced that Smoke Shaak, our National Director left for the Convention in Tacoma, Washington. The Convention runs from June 20 -26.

BOARD OF DIRECTOR'S REPORT: There was no Board of Director's Meeting for the month of June.

ANNOUNCEMENTS: Steve Himpf announced that the wipers on the caboose need to be installed, and the stenciling needs to be changed from N7C to N7E. Steve also announced that the Norfolk Southern yard in Lancaster now has all the railroad tracks in place. Steve also announced that he attended Amtrak's 40th Anniversary Exhibit train at the Strasburg Rail Road and that the train will only be at Strasburg until June 26 if anyone is interested in photo opportunities. He announced about 1950 people toured the train. Glenn Kendig announced that the wireless motion detector the Chapter is getting for the caboose has been ordered. Glenn Kendig thanked everyone who helped on Clean-up Day (Saturday, May 21) at the Christiana Freight Station. Tom Shenk announced that the Board Meeting scheduled for July 11 has been cancelled.

NEWBUSINESS: Tom Shenk announced that the Monday, July 18 "Away" Chapter Meeting will be held at the Strasburg Rail Road at 7:00 pm. Tom will be at the Strasburg Rail Road at 6:00 pm and the train will leave at 7:00 pm. Chapter members will be able to ride the train for \$5.00 a ticket. The Chapter Meeting will be held in the open air car. If you attend the meeting, please do not purchase your train ticket from the Strasburg Rail Road ticket window. Tom and Glenn will have special tickets for purchase that day. Tom announced that volunteers are needed for the Chapter Kitchen for the months of August and October. If interested, please contact Eileen Stoll or Joan Shearer. Tom announced that the chapter has Strasburg Rail Road tickets available for anyone to purchase for \$7.00. If anyone wants tickets, contact Tom or Glenn. Tom announced that the Annual Chapter Picnic will be held on Sunday, September 25. Chicken BBQ and drinks will be provided by the Chapter for the picnic. The Annual Chapter Banquet will be held Friday, November 18 at the Shady Maple Restaurant with a multi-media program by Steve Barry. Bill Richard commented on how excellent the chapter newsletter is and thanked Ed (Chapter Editor) for getting all the train related information for the newsletter. Toady read a letter her mother had from a woman named Annie Leech dated September 9, 1890. The letter was about the train running from Lancaster to New Holland.

ADJOURNMENT: The Chapter Meeting was adjourned at 8:00 pm for the program: A slide presentation entitled "Tourist Railroads of Maine" presented by Chapter Member Tom McMaster.

Respectfully Submitted: Donetta M. Eberly - Secretary



LESS THAN CARLOAD SHIPMENTS

LOCAL AND NATIONAL NEWS



Pennsylvania Governor Tom Corbett Creates Transportation Funding Advisory Group

Pennsylvania Gov. Tom Corbett recently signed an executive order creating a Transportation Funding Advisory Commission charged with developing solutions to the state's mounting transportation funding challenges. The commission will be led by Pennsylvania Transportation Secretary Barry Schoch.

"We need a comprehensive, strategic blueprint for how we pay for years of underinvestment in our roads, bridges and mass transit systems," said Corbett in a prepared statement. "The time has come to put a financial plan in place that not only addresses our transportation needs, but also takes into account our nation's energy objectives and realities."

The commission, which must provide recommendations by Aug. 1, held its first meeting April 25. The 35-member commission includes J. Randolph Cheetham of CSX Transportation, Mike Fesen of Norfolk Southern Railway, Kevin Johnson of the Southeastern Pennsylvania Transportation Authority and Jeff Stover of the SEDA-COG Joint Rail Authority. *[Progressive Railroadng]*

THIS MONTH'S BANNER PHOTO

To celebrate the Independence Day holiday, here's original GG-1 No. 4800 in Conrail's Bicentennial Paint at Enola, Pa., on April 29, 1976. On Sep. 5, 1976, Conrail ran a Philadelphia-Harrisburg excursion behind GG1 No. 4800 "Old Rivets" in the Bicentennial Paint scheme for the NRHS National Convention.



OPERATION LIFESAVER REMINDS YOU...

There are approximately 245,000 public, private and pedestrian at-grade highway-rail crossings in the United States.

LANCASTER CHAPTER SUMMER "AWAY" MEMBERSHIP MEETING

MONDAY, JULY 18, 2011, 6:00 PM



At the Strasburg Rail Road
 Celebrating 179 Years on June 9, 2011
 Route 741, East
 Strasburg, Pa. 17579
 GPS: 301 Gap Road, Ronks, Pa. 17572

Train Ride and Chapter Membership Meeting will be held rain or shine

Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in the Strasburg's Open Air passenger car. Restrooms will be available at the station and the shops and restaurant close about 15 minutes after the train returns to Strasburg.

Tickets for the train ride are available for \$5.00 per person from the Chapter. Please bring a check payable to: Lancaster Chapter NRHS or CASH - \$5.00 ride is open to Members, Guests and Friends.

Everyone will need a ticket to ride the train. Tickets will be available from Tom Shenk and Dennis Allen starting at 6:00 pm. You may also purchase extra tickets good for future use at the discounted \$5.00 rate only at the July meeting.

Please DO NOT purchase your ticket at the Strasburg Rail Road Ticket Office - they cannot offer you our discounted ticket price of \$5.00! Regular coach price is \$14.00!



For those Chapter Members who receive the full-color version of the Lancaster Dispatcher electronically, you may be asking, "What's with the green and yellow "N.R.H.S." on the Chapter Logo? Well, it's a logo that I created to pay homage to the "Other" railroad that operated in our area - the great Reading Company! It is one of three full-color Chapter logos. - Ed

"INSIDE THE BACK PAGE"

UPCOMING LANCASTER CHAPTER ACTIVITIES

JULY - AWAY CHAPTER MEETING

NO CHAPTER BOARD MEETING IN JULY OR AUGUST - THIS IS REVISED FROM THE JUNE DISPATCHER LISTING

JULY 18, 2011 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD. "AWAY" CHAPTER MEMBERSHIP MEETING



Arrive early at the Strasburg Rail Road station to board the 7:00 pm train for a relaxing ride to Paradise. Upon returning to Strasburg, we'll have our Membership Meeting in the Strasburg's Open Air passenger car. Restrooms will be available at the station and the shops and restaurant close about 15 minutes after the train returns to Strasburg

AUGUST

AUGUST 15, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. REGULAR CHAPTER MEMBERSHIP MEETING



Larry Eastwood and Frank Tatnall have produced another fantastic PowerPoint presentation that any fan of the Reading Company or steam power will love. Entitled "Reading Iron Horse Rambles, 1959-1964", it chronicles one of the nation's best publicity and good-will events of the period - and endeared the Reading Company in the hearts of many loyal fans. Re-live the Reading's "Glory Days" of steam. All are welcome!

SEPTEMBER

SEPTEMBER 3-11, 2011 - ~~LANCASTER CHAPTER "AMERICA THE BEAUTIFUL" TOUR~~ - SOLD OUT



SEPTEMBER 25, 2011 - SUNDAY, 3:00 PM - CHRISTIANA FREIGHT STATION. ANNUAL CHAPTER PICNIC

Doors open and Chapter Board Meeting at 3:00 pm - Picnic starts at 4:00 pm. The Chapter will provide its famous Barbeque Chicken and drinks. Members are asked to provide their own place settings and a covered dish to share. Picnic is free for chapter members and \$5.00 for guests. Join your Chapter friends for a leisure, fun-filled afternoon with great food, drinks, snacks and desserts while watching Amtrak trains pass the historic Christiana Freight Station and our Chapter Caboose.

OCTOBER

OCTOBER 17, 2011 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION. ANNUAL CHAPTER MEMBERSHIP MEETING WITH ELECTION OF CHAPTER DIRECTORS FOR 2011-2012. COME OUT AND VOTE - BRING A FRIEND!!!



Dale Woodland returns with a fantastic traction program entitled *Trolleys of the Liberty Bell Route* - an interesting look at the Lehigh Valley Transit Company. The Lehigh Valley Transit Company (LVT) was a Pennsylvania interurban rail transport company that operated a network of city and interurban trolley lines. Among LVT's lines was the 45-mile Liberty Bell High Speed trolley line from Allentown to Upper Darby. The Liberty Bell High Speed Line is considered the last of the eastern U.S. high speed, side of road, over hill and dale, town street to farm land interurbans in the United States. If you like trolleys and interurbans, this is YOUR show - don't miss it!

CHAPLAIN CONTACT INFORMATION:

Doris Geesey
Phone: 717-347-7637

Email: rscooter2@comcast.net
Please keep our Chaplain informed of member news



LANCASTER CHAPTER BOARD of DIRECTORS

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1ST VICE PRESIDENT:	FRED KURTZ	717-625-1204
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2ND DIRECTOR:	TOM McMASTER	717-274-5325
NATIONAL DIRECTOR:	HAROLD SHAAK	717-484-4020

MEMBERSHIP MEETING NOTICE

THE "AWAY" MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE STRASBURG RAIL ROAD, STRASBURG, PA ON MONDAY, JULY 18, 2011, STARTING AT 6:00 P.M. – NOTE THE CHANGE IN TIME!!!

**LANCASTER CHAPTER
NATIONAL RAILWAY
HISTORICAL SOCIETY
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416
PHONE: 610-593-4968**



CHAPTER WEBSITE: WWW.NRHS1.ORG

The LANCASTER DISPATCHER is published monthly as the newsletter of the Lancaster Chapter, NRHS and is mailed to each member of the Chapter as one of the benefits of membership. Annual membership dues are \$56 (includes both Lancaster Chapter and National). Opinions and points of view expressed herein are those of the editor, staff or contributors and not necessarily those of the membership, officers, or the NRHS. The deadline for all items submitted is the fourth Monday of the preceding month. Address changes or corrections should be sent to: Fred Kurtz, 668 Snyder Hill Rd., Lititz, PA 17543-8945 or email: fkurtz@nrhs1.org

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