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The **PENNSY**[®]

SEPTEMBER 1958



LET'S BRAG ABOUT THE BROADWAY!



In New York, a PRR memo to passenger salesmen and reservation and ticket clerks says, in big letters, "LET'S BRAG ABOUT THE BROADWAY!"

In Philadelphia, the keynote is: "The Broadway is better than ever."

In Chicago, it's: "Let's sell the Broadway round trip."

All across the Main Line, the word is that the Broadway Limited is being touched up and spruced up to make it a finer means of travel than ever and clearly deserving the title, America's Premier Train.

"Our purpose is to find out whether a deluxe Pullman train, expertly staffed and serviced, and enthusiastically publicized and sold, can attract substantial business," said Samuel W. Seeman, manager of passenger sales promotion.

"In June, the first full month of this program, the steady decline in Broadway patronage was halted, and we actually registered a slight increase over June of the previous year. In July we had an even larger increase over the 1957 figure. Whether this trend will grow depends on how much of a push everybody connected with this operation gives it."

The Broadway program is one part of a system-wide campaign to attract more passengers to PRR trains by raising the levels of courtesy, personal service and maintenance. The campaign includes all employees in passenger sales and operations. As Mr. Seeman summarizes it, "Our aim is to make every passenger feel like a welcomed as well as a valued guest which, in fact, is what he is."

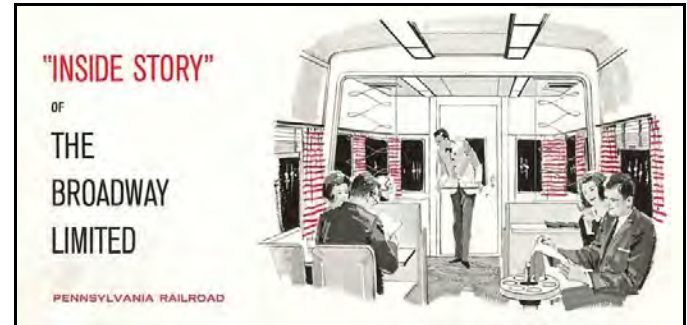
The Broadway Limited has been singled out in this campaign as a powerful attraction for passengers interested in luxury travel. Its distinctions are being emphasized in every possible way. For example, Usher Elwood T. Ducott at North Philadelphia Station used to announce the train simply as "The Broadway Limited to Chicago," but now he makes a point of saying, "The Broadway Limited, *the only all-Pullman, all-room train* between the East and Chicago."

The Broadway has many other talking points. It's the only train between New York and Chicago with two lounge cars master rooms with showers; mobile telephone service that enables a passenger to phone practically anywhere while he rides (*remember, this is 1958!* - Ed.); morning weather reports delivered to each room; a 1½ hour eastbound schedule; luxury dining service, complete with hot-bread carriers, table flowers, finger bowls, and dinner time music.

New distinctions are being added. For example:

"We've glamorized our bill of fare," said Henry von Minden, food manager of the Dining Car Service, "by offering, from time to time, such entrees as Beef Stroganoff, Cornish Rock hen, squab, and shish kebab (on a skewer, of course). We're added canapes to our relish offerings, seafood cocktails to our appetizers, and our breakfasts will occasionally have such items as Canadian bacon, and kippered herring with scrambled eggs. Even our menu cards have been done over in more elegant style by the PRR's own Art Department."

The libraries in the Broadway's lounges have received a wider selection of magazines and new binders with the Broadway's imprint. A folder, *Welcome Aboard the Broadway Limited*, has been revised and is being distributed to passengers in a form suitable for mailing to friends.



BROADWAY LIMITED BROCHURE - OCTOBER 1964

Maintenance men have touched up the cars, inside and out; enameled the trucks, repaired upholstery, and replaced worn shades and carpet. Gleaming new station signs of novel design have been put up at New York and Chicago. An extra sleeper has been added to the Broadway's regular consist to make more space available each day.

But these improvements won't bear fruit without an intensive selling campaign, pointed out Frank M. Ware, passenger manager at Philadelphia. In a bulletin to Ticket Sales and Service personnel, he said:

"If you handle requests courteously, promptly and with enthusiasm; if you earnestly 'sell' the Broadway's extras: the privacy, the chance for relaxation, the dependable schedule between mid-city stations, the fun and leisure of eating in the diner, and the economy of Family Fares - you can really put it across."

At New York, 180 ticket and reservation clerks and other personnel were taken on a guided tour of the improved Broadway in Pennsylvania Station. "Our purpose was to give them a clear idea of the merchandise they're selling," explained Henry G. Allyn, district passenger manager. "They saw every type of accommodation, the spaciousness of the lounges and the tasteful luxury of the diners. They saw how certain duplex rooms can be joined by opening a door and that the master rooms have radios as well as showers. They went back to their posts with new ideas about the Broadway and a new enthusiasm for selling it and its superior accommodations."

Passenger sales representatives are spreading the story in their calls on prospective patrons, and passenger managers are sending letters to business executives and professional men, the groups that provide a large part of the Broadway's regular patronage. The letters point out that the Broadway conserves valuable business hours by departing after the close of the business day and arriving before the start of the next - and provides an evening and night of unexcelled relaxation. A special letter has been mailed to secretaries of executives. Secretaries, who usually make the boss's reservations, are keenly aware of the advantage

of having the boss come back from a trip relaxed by his trip.

“To make sure that a trip on the Broadway is truly a relaxing experience, one that a passenger will want to repeat, we’ve got to provide the highest standard of personal service,” Mr. Seeman points out. “Courtesy, patience, a warm welcome - those are some of the things our supervisors have been emphasizing in recent talks with Trainmen, Dining Car Men, and Red Caps. Pullman instructors have been holding refresher sessions with Porters to review their duties; such matters as showing passengers how to work the air conditioning controls, brushing their clothing, shining their shoes nicely, ensuring that the water bottles are filled and the water cold, and generally showing a helpful interest in the comfort of the passenger.”

In all phases of passenger service, “it’s the little niceties, the signs of individual attention, that win friends,” said Ray G. Knight, Steward on the Broadway. “Like bringing the hors d’oeuvres before the passenger even orders his dinner, or greeting the passenger at breakfast with coffee as soon as he sits down.”

Waiter William M. Wells contributes a bit of personal wisdom on how to deal with a grumpy passenger. “If the passenger acts sore, he probably isn’t sore at you - he’s sore at the stock market. Your job is to make things so nice for him, he’ll forget his troubles and enjoy his ride. Like the other morning - a passenger came in the diner, and I said, ‘How are you this morning?’ And he said, ‘What the hell do you care?’ I just kept smiling. I brought him coffee, and then a second cup. I went and got him a paper. After that he broke down and apologized. He said, ‘I must’ve got up on the wrong side of the bed.’ Well, everybody’s entitled to an off-day. Sometimes I wake up in the morning not feeling very pleasant myself.”

“The best way we Trainmen can help this Broadway program,” said Conductor Charles H. Sample, “is to be patient with passengers’ questions. The point is, we’re the experts: questions that might seem foolish to us aren’t foolish to them. After all, questions I ask my doctor might sound foolish to him, but nevertheless I expect to get a sympathetic ear. If we do the same with our passengers, we’ll do a lot toward making satisfied customers - which, in the long run, means more secure jobs for Trainmen and the rest of us on PRR trains.”

The New
BROADWAY LIMITED
NEW YORK • CHICAGO
Now in Service

THE NEWLY-EQUIPPED Broadway Limited presents a completely new conception of travel... with new styling, appointments, riding ease and beauty... more comforts and conveniences than ever before, representing the finest that modern design and engineering can offer.

Beautiful new Lounge and Observation Cars... attractive new Dining Cars... distinctively new, all-room sleeping cars... plus the Broadway Limited's traditional hospitality—all for your personal travel pleasure! We invite you to make a reservation for your next trip.

NEW MID-TRAIN LOUNGE AND OBSERVATION LOUNGE CARS—Richly appointed for leisure. Magazines, buffets.

NEW MASTER DINING CAR—Attractively furnished and decorated. Enjoy delicious food... meticulous service. Entire car reserved for dining.

ROOMETTES for one. Full-length bed, wardrobe, complete toilet facilities.

DUPLEX ROOMS for one person. Full length bed becomes comfortable divan during day. Toilet facilities.

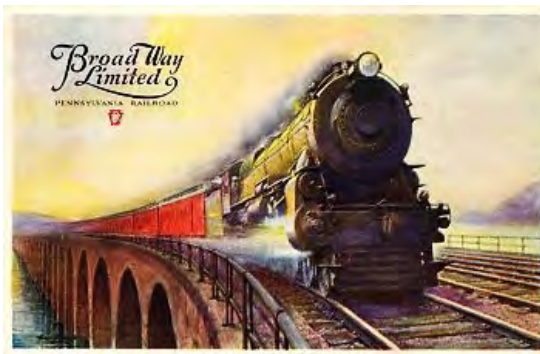
DRAWING ROOMS—for three. Sofa-seat and lounge chairs... three beds. Wardrobe, enclosed toilet annex.

COMPARTMENTS for two. Sofa-seat and lounge chair. Lower and upper beds. Wardrobe, enclosed toilet annex.

BEDROOMS—for one or two—in three new styles. Lower and upper beds, wardrobe, enclosed toilet annex.

PENNSYLVANIA RAILROAD

BROADWAY LIMITED ADVERTISEMENT FOR ITS NEW ACCOMMODATIONS - 1949



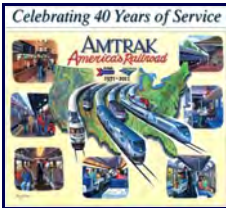
1926 BROADWAY LIMITED SPEED AND SECURITY POSTCARD. NOTE THAT IN THIS ERA, BROADWAY WAS TWO WORDS - NAMED FOR THE PRR'S 4-TRACK BROAD RIGHT-OF-WAY.

FACSIMILE COVER PAGE FOR "THE PENNSY", PRR'S EMPLOYEE MAGAZINE, AND ALL GRAPHICS FROM THE COLLECTION OF THE EDITOR. THIS ARTICLE, WITHOUT GRAPHICS, ALSO APPEARED IN THE AUTOMATIC BLOCK, NEWSLETTER OF THE WESTERN MARYLAND CHAPTER, N.R.H.S.



THE POWER DIRECTOR

"NEWS FROM THE RAILROAD WIRES"



[U.S. Transportation Secretary LaHood Announces \\$24.3 Million in Grants to Boost Keystone Corridor Train Speeds to 125 mph](#)

On July 21, U.S. Transportation Secretary Ray LaHood announced that work can begin on closing the last three highway-rail grade crossings on the *Keystone Corridor* with the signing of \$24.3 million in grant agreements between the U.S. Department of

Transportation and the Commonwealth of Pennsylvania. Eliminating the grade crossings, areas where a highway and a railroad cross at the same level, will improve safety and allow future train speeds to increase from 110 mph to 125 mph.

"We are committed to the President's vision of a world-class rail network providing fast, efficient and affordable service," said Secretary LaHood. "Closing these highway-rail grade crossings will allow travelers along the heavily-used *Keystone Corridor* to enjoy a reduction in their trip time with future train speeds boosted to 125-mph."

The *Keystone Corridor* operates between New York, Philadelphia and Harrisburg and is Amtrak's fourth most heavily traveled route. Since train speeds along the route were increased to 110 mph in 2006, ridership has grown by more than 37 percent to 1,227,075 passengers in 2010. The grants announced today will eliminate grade crossings in Mount Joy Borough, Rapho Township and Leacock Township, all in Lancaster County, PA. The Pennsylvania Department of Transportation and Amtrak will also contribute a combined \$3.4 million for this project.

"Closing highway-rail grade crossings eliminates potential accidents," said Federal Railroad Administrator Joseph C. Szabo. "We must keep safety at the forefront in the high-speed and intercity passenger rail program."

Funding also includes engineering and environmental work for the redesign of track crossings and improvements to train control signal systems.

A strict "Buy America" requirement for high-speed rail projects ensures that U.S. manufacturers and workers will receive the maximum economic benefits from this federal investment. In 2009, Secretary LaHood secured a commitment from 30 foreign and domestic rail manufacturers to employ American workers and locate or expand their base of operations in the U.S. if they are selected for high-speed-rail contracts. [U.S. Department of Transportation]

[Amtrak Launches Free iPhone Application](#)



WASHINGTON – Amtrak passengers can now plan trips, purchase tickets, modify existing reservations, check train schedules and status, and view station information from the convenience of an iPhone® with the free Amtrak application (app) now available through iTunes.

The new app provides quick, convenient and on-the-go Amtrak travel planning and organization. Customers can purchase one-way and roundtrip tickets that can be printed at a Quik-Trak machine, picked up from an agent or mailed. Passengers will be able to access the

latest train arrival and departure information for their itinerary.

Customers can use the app to show the nearest station to their current location and obtain addresses, directions, amenities and hours. Users will be able to use their Amtrak.com account to see all trips booked and modify existing reservations including changing dates or trains and upgrading seats.

Amtrak customers can also utilize the entertaining Passport feature to share their travels on Facebook or Twitter. Customers using other web-enabled mobile devices can access the Amtrak mobile website at m.amtrak.com. This site provides features available on Amtrak.com in a mobile-friendly format. [Amtrak]



ORIGINAL CSX LOGO - 1981

[CSX Announces Record Second Quarter Results](#)

JACKSONVILLE, Fla., July 19, 2011 – CSX Corporation today announced second quarter net earnings of \$506 million, or \$0.46 per share, versus \$414 million, or \$0.36 per share, in the same period last year. This represents a 28 percent year-over-year improvement in earnings per share.

"As our markets continue to expand, CSX is delivering outstanding results for shareholders," said Michael J. Ward, chairman, president and chief executive officer. "At the same time, we are taking a number of actions to position the operations for greater customer demand, now and over the long-term."

Revenue in the quarter improved 13 percent from the prior year to \$3.0 billion, with increases across all major markets - merchandise, intermodal and coal. Overall revenues were driven by volume growth, pricing that reflects the value of freight rail transportation, and recoveries that offset higher fuel prices. The higher revenue, coupled with the company's focus on profitable growth, drove a 21 percent increase in operating income to a record \$926 million, and an operating ratio of 69.3 percent, a 190 basis point improvement year-over-year.

As previously announced, CSX expects to make 2011 capital investments of \$2.2 billion. That is consistent with its intentions to reinvest an average of 18 percent of its revenues into its business through 2015 to further enhance the capacity, quality and flexibility of its rail network. The company remains on target to achieve its current near- and long-term financial guidance, including a high-sixties operating ratio in 2011 and a 65 percent operating ratio by no later than 2015. [CSX Corp.]

[CSX Gains New Export Coal Shipments](#)

Corsa Coal began sending trainloads of high-heat metallurgical coal out of its new Somerset, Pa., coal wash plant, generating export shipments for CSX Transportation. Toronto, Ont.-based Corsa said it loaded two 80-car unit trains for 16,000 tons of the met coal. That is the type used by steel and other metal manufacturers around the world to make metal slabs or other products. Corsa said its Somerset preparation plant, 170 miles from the Port of Baltimore, can process up to 400 tons of coal hourly and 2 million tons annually. Its rail loading area, the company said recently, "can handle 120-car unit trains, ensuring Corsa a competitive freight rate."

[John D. Boyd - The Journal of Commerce]



THERE'S
NO
STOPPING
US.



NO NS LOGO THIS MONTH. INSTEAD, A NORFOLK AND WESTERN RAILWAY COMPANY LOGO USED ON A 1983 N&W WRITING TABLET.

Norfolk Southern Reports Second-Quarter 2011 Results

NORFOLK, VA. – Norfolk Southern Corporation July 26 reported record second-quarter net income of \$557 million, 42 percent higher compared with \$392 million during the same quarter of 2010. Diluted earnings per share were a record \$1.56, up 50 percent compared with \$1.04 per diluted share earned in the same period last year. These results reflect favorable, non-recurring income tax-related benefits totaling \$63 million, or \$0.18 per share.

“Norfolk Southern delivered excellent financial results in the second quarter, setting all-time records for net income and earnings per share, as well as second-quarter records for revenues, operating income and operating ratio,” said CEO Wick Moorman. “We’re seeing opportunities in the global economy, and we are moving forward with initiatives to drive business growth, productivity, and efficiency across our company.”

Railway operating revenues increased to \$2.9 billion, a second-quarter record, up 18 percent compared with the same period of 2010, primarily as the result of a 14 percent increase in revenue per unit.

General merchandise revenues were \$1.4 billion, 12 percent higher compared with second-quarter 2010 results. Coal revenues increased 28 percent to \$893 million compared with the same period last year. Intermodal revenues were \$540 million, 20 percent higher compared with the second quarter of 2010.

Railway operating expenses for the quarter were \$2.0 billion, 17 percent higher compared with the same period of 2010, primarily due to increased fuel expenses and compensation and benefits costs.

Income from railway operations set a second-quarter record, climbing 19 percent to \$875 million compared with the same period last year.

The railway operating ratio improved to 69.5 percent, a second-quarter record, compared with 69.8 percent during second-quarter 2010. *[Norfolk Southern Corp.]*

Two North Shore Roads Win NS Short-Line Awards

Two North Shore Railroad Co.-operated short lines recently won three awards at Norfolk Southern Corp.’s 10th annual short-line meeting, which was held July 10-12 in Roanoke, Va.



The Lycoming Valley Railroad (LVRR) received the “Most Customer Focused” award from NS’ metals and construction group, and LVRR and the Nittany & Bald Eagle Railroad received platinum awards for “New Business Development that Generated More Than 1,000 Carloads.” The platinum awards were presented through NS’ “250 Squared” program.



The short lines operate on track owned by the SEDA-COG Joint Rail Authority, which also owns the lines used by North Shore Railroad’s Juniata Valley, North Shore and Shamokin Valley railroads. North Shore’s Union County Industrial Railroad operates on portions of privately owned track and a portion owned by the authority. *[Progressive Railroading]*

Dillerville Yard Work Progresses

Work progresses on the relocation of Lancaster’s Dillerville Yard to allow for redevelopment on the old site. The brand new yard will be at the end of Vermont Avenue, behind the main Lancaster Post Office, along Harrisburg Pike, while the section of the old yard east of Dillerville Road will be removed. Ten tracks of the original 12 at the west end of the old

yard will be kept, but will be stub-ended at Dillerville Road bridge area. The new yard also will house the Maintenance of Equipment Department, a fuel pad, a shop track and a shop. The new yard track is in place but will not be used until the first week of September, with full operation occurring in 2013. It will hold 100 cars. *[Harrisburg Rail Review - Harrisburg Chapter, NRHS]*

Norfolk Southern Completes \$16 Million of Track Work in Eight Days in Pennsylvania

NORFOLK, VA. – During eight days in July, Norfolk Southern completed \$16.2 million in track, bridge, and signal improvements in southwestern Pennsylvania’s Monongahela Valley. The rail infrastructure improvements are critical to the region’s coal-mining industry and to meeting the electricity needs of households and businesses across the Northeast and Midwest. Some 30 trains daily operate on Norfolk Southern’s Mon Valley rail network, which serves five coal mines that shipped 41.4 million tons of coal in 2010.

“The coal industry in that part of the country is vital to jobs and to U.S. energy security, and it’s essential that we maintain and improve our track infrastructure to provide solid and dependable service,” said Tim Drake, NS’ vice president engineering.

For many years in early July, the railroad has undertaken an intensive effort to overhaul the Mon Valley rail lines during the coal miners’ annual summer break, July 3-10. This year more than 400 NS maintenance of way and structures department employees from across the railroad’s 22-state system laid 29 miles of new rail, resurfaced nearly 69 miles of track, and replaced three bridge decks, among other improvements. Four work trains and 95 pieces of large machinery were used.

Under normal operating conditions, the work would have taken approximately three months to complete, with significant disruptions in service.

“There’s an extraordinary amount of planning, organization, and teamwork that goes into making this a success,” Drake said. “Our employees worked under extreme conditions and hot weather and did it safely.”

“It’s amazing the amount of work that gets done in such a short amount of time,” said Butch Phillips, an NS track laborer from Waynesburg, Pa., who participated. “We take a lot of pride in it.”

“It’s a big makeover, like a facelift,” said Drew Laird, an NS machine operator. “We want to put the track in the condition required to move the trains faster and safer.”

Drake said the Mon Valley project is an example of how NS is investing in its rail infrastructure to support jobs and the nation’s economic recovery. *[Norfolk Southern Corp.]*



PRR, PRSL & LIRR EVENTS IN SEPTEMBER

Sep. 26, 1880 - Major R. W. Shenk (1835-1880), President of Lancaster & Reading Narrow Gauge Railroad, dies at Lancaster. (Any relation, Tom?)

Sep. 1899 - Regular races between PRR Class E1 4-4-2's and Reading's 4-4-2's on Camden-Atlantic City trains sustain speeds of up to 75 MPH.

Sep. 15, 1907 - Columbia & Port Deposit Branch reopens after being closed to permit construction of McCalls Ferry (Holtwood) Dam; track raised for 13 miles.

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

shed covers seven tracks; renamed Pennsylvania Station in 1928.

Sep. 2, 1915 - First test run of three-car MP54 electric MU train between Paoli and Broad Street Station.

Sep. 10, 1923 - West Jersey & Seashore Railroad Board authorizes the purchase of two P54 coaches for conversion to MP54D MU cars; remodeling single-end Atlantic City cars for double-end operation.

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

Sep. 10, 1939 - Wye connection between Rockville Bridge and Enola Yard leads placed in service; permits Williamsport Division freights to enter and leave Enola Yard without backup moves.

Sep. 6, 1943 - Eastbound advance section of *Congressional* derailed at 56 MPH at Shore Interlocking near Frankford Jct. in Philadelphia at 6:06 p.m.; journal of 7th of 16 cars burns off; 6th-15th cars derailed; 7th and 8th car sliced open in collision with signal bridge; 79 killed.



Sep. 17, 1947 - Freedom Train leaves Philadelphia on 33,000-mile nationwide tour carrying the Declaration of Independence, Constitution, and other historic documents and patriotic displays; PRR donates three coaches which are rebuilt to house the exhibits; Pullman donates three sleepers for staff, Santa Fe donates an equipment car, and Alco, a PA-1 diesel.

Sep. 30, 1951 - The *Trail Blazer* discontinued as a separate train and coach equipment placed on *The General*, which is identified as *The General - The Trail Blazer*.

Sep. 8, 1959 - Last run of New York-Atlantic City buffet parlor car service on the *Nellie Bly*.

Sep. 16, 1963 - PRR opens 33rd TrucTrain terminal at York, Pa.

Sep. 30, 1969 - Last runs of passenger service between Philadelphia and Lindenwold, N.J. via Delair Bridge; effective Oct. 1, all PRSL trains originate and terminate at PATCO line station at Lindenwold.

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



BIG BLUE MEMORIES

CONRAIL EVENTS IN SEPTEMBER



Sep. 5, 1976 - Conrail runs Philadelphia-Harrisburg excursion behind GG1 No. 4800 "Old Rivets" in bicentennial paint scheme for NRHS National Convention.

Sep. 19, 1976 - Conrail freight derailed in B&P Tunnel at Baltimore, blocking Northeast Corridor; some trains detoured via B&O line from Bay View.

Sep. 11, 1981 - Electric freight locomotives eliminated.

Sep. 7, 1982 - Lehigh Division combined into the New Jersey Division.

Sep. 17, 1982 - 578 employees furloughed from the Altoona freight car and locomotive shops.

Sep. 28, 1982 - First Labor Management Project meeting held in Philadelphia.

Sep. 24, 1985 - L. Stanley Crane releases a letter to employees stating that Conrail should remain independent.

Sep. 4, 1986 - New Materials Storehouse at Collinwood (Cleveland) Diesel Terminal dedicated.

Sep. 11, 1986 - Enola Diesel Terminal sets the first ever 1-million man

hours without a lost time injury.

Sep. 12, 1986 - Collinwood Intermodal Terminal dedicated.

Sep. 30, 1986 - Stuart M. Reed presents safety award to Juniata Locomotive Shop for 1-million man hours without a lost time injury.

Sep. 17, 1993 - \$5-million Intermodal Terminal opened at Syracuse, NY.

Sep. 7, 1995 - First Double-Stack train operates through Pennsylvania. TV11 departed Newark, NJ and TV2M departed Chicago, IL.

Sep. 22, 1997 - Last local on the Bethlehem Branch to Quakertown, Pa. East Penn Railway takes over operations.

TIMETABLE 09-11

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.

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

Monday, Sept. 5, 2011

Labor Day.

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. 11, 2011

10th Anniversary of September 11, 2001 attacks on World Trade Centers.

Saturday through Sunday, Sept. 17-25, 2011

Day Out with Thomas on the Strasburg Rail Road. Info: www.strasburgrailroad.com.

Saturday, Sept. 17, 2011

Rail Days on the Tioga Central Railroad in Wellsboro, Pa. Freight and Passenger mixed train with photo run-bys, onboard dining, night photos and Speeder rides. Info: www.tiogacentral.com or call 570-724-0990.

Friday, Sept. 23, 2011

First Day of Autumn - Autumnal Equinox at 5:04 a.m. EDT.

Saturday, Sept. 24, 2011

35th Anniversary Celebration of the Reading Company Technical & Historical Society at Weaver's Banquet Facility, Routes 272 and 897, Adamstown, Pa. Info: Carol Adams at 610-777-3764.

Saturday, Sept. 24, 2011

Railroad Heritage Day by the Ma & Pa Railroad Preservation Society at Muddy Creek Forks, Pa. Info: www.maandparailroad.com.

Sunday, Sept. 25, 2011

Atlantic Division TCA Train Meet at the Ridge Fire Hall in Spring City, Pa. Info: Bob Lubonski - 856-608-9265 or sas@scientificapparatus.com.



Sunday, Sept. 25, 2011

Farewell to the Faithful Silverliners over SEPTA Regional Rail lines by the Philadelphia Chapter, NRHS. Info: email ayrestower@comcast.net or call 215-947-5769.

Sunday, Sept. 25, 2011

35th Annual Railroadiana & Model Train Show & Sale by the Lehigh Valley Chapter, NRHS at Dieruff Senior High School, 815 North Irving St., Allentown, Pa. Info: Peter Terp, 610-824-7730 or trolleys@ptd.net.

Saturday and Sunday, Oct. 1-2, 2011

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

Friday through Sunday, Oct. 7-9, 2011

Fall Spectacular 2011 at the East Broad Top Railroad. Info: www.ebtrr.com.

Saturday and Sunday, Oct. 8, 16, 22, 30, 2011

Reading & Northern Excursion - All-day, diesel-powered fall foliage excursion from Port Clinton to Jim Thorpe, Pa. Info: www.readingnorthern.com.

Thursday through Saturday, Oct. 13-15, 2011

Eastern Division Train Collectors Association Train Meet at the York Expo Center, 334 Carlisle Ave., York, Pa. 17404. Info: www.easterntca.org.

Saturday, Oct. 15, 2011

Steamtown Excursion to Dansbury Station Rededication. Ex-Reading FP7 diesels power a 100-mile round-trip from Scranton to East Stroudsburg, Pa. Info: www.nps.gov/stea.

Thursday through Sunday, Oct. 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.

Saturday and Sunday, Oct. 29-30, 2011

The Great Scale Model Train Show at the Maryland State Fairgrounds, 2200 York Road, Timonium, Md. Info: www.gsmts.com.



ROUTE 741 EAST, STRASBURG, PA

WWW.RRMUSEUMPA.ORG

717-687-8628

Saturday, Sept. 24, 2011

Members Day

Friday, Oct. 7 thru Sunday, Oct. 9, 2011

Model Railroading Days

Sunday, Oct. 9, 2011

Garden Railways Tour

Saturday, Nov. 5, 2011

1940s Swing Dance - Order your tickets today!

Saturday and Sunday, Nov. 5-6, 2011

Trains & Troops



RIDING THE READING...

READING COMPANY EVENTS IN
SEPTEMBER

Sept. 15, 1895 - Reading begins offering 100-trip tickets for points between Philadelphia and Trenton.



Sept. 19, 1911 - Engine No. 300 hauls a 7-car train from Reading Terminal to Jersey City in 95 minutes. Photo shows No. 303, which was very similar to No. 300.

Sept. 18, 1957 - NYC pays its third quarter dividend in common stock of Reading Company at equivalent of \$1.31 per share

to conserve cash; NYC stockholders receive one share of Reading for each 25 of NYC; liquidates NYC's Reading holdings that date back to the 1900 "Community of Interest".

Sept. 8, 1959 - City of Philadelphia begins "Operation Northeast" on Reading's line to Fox Chase.

Sept. 2, 1965 - Three dissident directors of Reading invite Chairman William White of Erie-Lackawanna to discuss combination of E-L, Reading, D&H, B&M and CNJ as fourth eastern system.

AUGUST, 2011CHAPTER 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, August 15, 2011. The meeting was called to order at 7:35 p.m. by President Tom Shenk with 52 members and 3 guests present. President Tom Shenk led those assembled in the Pledge of Allegiance.

MINUTES: President Tom Shenk asked for a motion to approve the July Membership Meeting Minutes. David Stambaugh approved the motion and Steve Himpl seconded the motion. The July membership minutes were approved as printed in the *Lancaster Dispatcher*.

MEMBERSHIP: First Vice President Fred Kurtz reported that there were no new changes to the membership numbers. Fred announced that National's number records and his membership numbers match. Fred reminded Chapter Members that dues notices will be sent out in October. If anyone is interested in receiving the *Lancaster Dispatcher* on line, please contact Fred. Fred also announced that all Board Member Officers will have e-mail addresses through the Chapter website. Tom Shenk thanked Doris Warfel, Steve and Linda Himpl, Lou Hauck and all the Chapter Members who purchased Strasburg Rail Road tickets at last month's Chapter Meeting. If anyone is interested in purchasing tickets at \$7.00 each to ride the Strasburg Rail Road, please contact Tom Shenk or Glenn Kendig. Tom Shenk asked Chapter Members for ideas for "Away" meetings for the 2012 year. If anyone has any suggestions, please contact Tom.

CHAPLAIN: Chaplain Doris Geesey read "Enjoying Today" by Grace Beasley. Doris announced that Helen Snyder recently had some health problems, but was in attendance at tonight's Chapter Meeting. Doris announced that Ron and Deb Irwin's son, John and his wife Melissa, had a baby boy. His name is Desmond John.

TREASURER: Treasurer Toady Kennel gave the Treasurer's Report for the month of July. Tom Shenk is still looking for three volunteers for the Nominating Committee. If anyone is interested in serving on the Committee, contact Tom. Toady wishes to resign as Chapter Treasurer. If anyone is interested in serving as Treasurer, please contact Tom.

TRIPS: Dennis Allen announced that the date for the Arizona Trip Meeting is Sunday, August 21 at the Christiana Freight Station.

NATIONAL DIRECTOR'S REPORT: John Sweigart reported that Joseph Williams, General Council, for National passed away. John also announced that the Central Pennsylvania Chapter's 36th Annual Train Meet will be held on Sunday, August 28.

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

ANNOUNCEMENTS: Tom Shenk discussed changes to the Amtrak Keystone Service. Tom announced that rider ship is up by 5 percent, new funds are being used to remove some old grade crossings, and increases in train speeds from 110 mph to 125 mph. Bryan Nicholson has a 1942 International PRR Work Truck (displayed in the parking lot) that he would like to sell. If anyone is interested, please contact him at 818-4752. Tom Shenk thanked Linda Himpst for cataloging everything for the Library. Linda will try to have the Library ready for use by Sunday, September 25 (Chapter Picnic) if anyone is interested in taking out books, tapes, or DVD's. Tapes and DVD's can be checked out of the Library for a small fee. The fees will offset the costs of maintaining the Library. Donations of books and videos are welcomed, but check with Linda before bringing any items. Linda will need some help in the Library before and after each Chapter Meeting. If anyone is interested in helping Linda with the Library, please contact her. Steve Himpst announced that Norfolk Southern laid ballast on a track that can hold 40 cars at the rail yard past the Post Office. Steve also thanked Jack Neiss for the donation of a railroad lantern to be displayed at the Station. If anyone wants to donate any items to the Chapter, they must fill out an official Donation Sheet for the Chapter records. Steve reported that the caboose floor needs to be replaced and he also has the windshield wiper assembly ready to be installed. Steve is looking for someone to help him move an 18-foot Pantograph Pole he got out of a GG1 and would like to donate to the Chapter. Steve also discussed what the "National Association of Railroad Passengers" is about. As a member you would receive a newsletter and be sent information on events of interest and receive discounts on some Amtrak fares. Tom Shenk announced a book donation of the "New Zealand Railways Steam Locomotives" was given to the chapter by Melvin and Christine Bowman. Glenn Kendig announced that he is not promoting, just passing information along, about the Shamrock Tree Farm. The family is not interested in running the train operation that is at the farm and is looking for people to help run or take over the train operation. If anyone is interested or for more information, please contact Glenn. Chapter member Gerry Futej announced that he wished to promote a trip planned for Saturday, September 17 to ride the Tioga Central Railroad in Wellsboro, Pa. There will be photo run-bys, speeder rides, night photos, freight and passenger mixed train, and onboard dining. If interested, please call (570) 724-0990 or www.tiogacentral.com. Tom Shenk announced that the Chapter's Annual Picnic will be held Sunday, September 25, starting at 4 p.m. The Chapter will provide the chicken and drinks. Chapter Members should bring their own place settings and a covered dish to share. The Board will hold a Board Meeting prior to the start of the Picnic at 3 p.m. Ken Murry invited Chapter Members to drive past his house at 209 New Street in Mountville, Pa. to view a shrub shaped into a locomotive. Ken entitled the shrub "Take a Ride on the Reading". Tom Shenk announced that a work day (weekend) is set for Saturday, August 27 and Sunday, August 28 to stain the deck at the Christiana Freight Station. Tom Shenk announced that the Annual Chapter Banquet will be held Friday, November 18, 2011. The cost will be \$25.00 per person. The 2012 Annual Banquet will be on Friday, November 16, 2012 at the Revere Tavern. At tonight's Chapter Meeting, Tom will have Door Prizes to give away: Wawa gas gift card, 2 passes for the Strasburg Rail Road Museum, and 4 tickets to ride the Strasburg Rail Road. The winners were: Lou & Eileen Stoll (gas card), Arthur & Mary Ellen Lubitz (Strasburg Museum tickets), and Toady Kennel (Strasburg Railroad tickets).

ADJOURNMENT: The Chapter Meeting was adjourned at 8:20 p.m. for a program produced by Larry Eastwood and Frank Tatnall entitled "Reading Iron Horse Rambles, 1959-1964".

Respectfully Submitted: Donetta M. Eberly - Secretary



LESS THAN CARLOAD SHIPMENTS LOCAL AND NATIONAL NEWS

Pennsylvania Northeastern Seeks STB Approval to Operate 'Lansdale Cluster'

Pennsylvania Northeastern Railroad L.L.C. (PNR) recently filed an exemption notice with the Surface Transportation Board (STB) to acquire rights to operate the "Lansdale Cluster" lines in Pennsylvania.

Paul Nichini, president of the New Hope & Ivyland, owns the newly formed Pennsylvania Northeastern. PNR seeks to acquire a permanent freight easement from CSX Transportation concerning the 55.5 miles of track, which are owned by the Southeastern Pennsylvania Transportation Authority (SEPTA). The cluster includes the Bethlehem branch, 23.8 miles; the Doylestown branch, 10.13 miles; the New Hope branch, 8.4 miles; the New York line, 10.2 miles; and 3 miles of the Stony Creek branch. The lines serve freight customers in the northern suburbs of Philadelphia, including Telford, Ivyland, Neshaminy Falls, and Belfrey, Pa.

Freight operations on the lines have been conducted under a trackage rights agreement originally reached between SEPTA and Conrail, and now in force between SEPTA, CSXT and Norfolk Southern Railway. The parties plan to amend the agreement to assign CSXT's rights to operate the lines to PNR. PNR is finalizing an agreement with CSXT to acquire the rights and expects the transaction to be consummated on or after Aug. 13, according to the STB filing. [*Progressive Railroad & TRAINS News Wire*]

THIS MONTH'S BANNER PHOTO

On September 12, 1943, a second fire at the PRR's Broad Street Station in Philadelphia consumed the track and umbrella sheds built as a result of a fire on June 11, 1923. In this photo, smoke is signaling the start of the second fire. Philadelphia's City Hall, PSFS Building and Suburban Station are visible in this 1943 photo.



RAILROAD WARNING SIGNALS MUST BE OBEYED

Operators of vehicles approaching an interurban or steam railway grade crossing must obey a signal that gives warning of the approach of a railway train or car. [*Pennsylvania Digest and Learner's Manual - Revised January 1, 1964*]

NOTICE OF ANNUAL MEETING AND ELECTION OF CHAPTER OFFICERS

In accordance with Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given of election of Chapter Officers for the year 2011-2012, to be held at the Regular Chapter Membership Meeting of the Lancaster Chapter, N.R.H.S. on Monday evening, October 17, 2011 at the Christiana Freight Station, 10 Railroad Avenue, Christiana, Pa., starting at 7:30 pm.

Any member in good standing who is interested in serving on the Chapter Board of Directors may be nominated from the floor at the September 25 or October 17 meeting, or by placing your name in nomination by writing, before October 1, 2011 to: Chairman, Nominating Committee, Lancaster Chapter, N.R.H.S., 10 Railroad Avenue, Christiana, Pa. 17509-1416.

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



LANCASTER CHAPTER ANNUAL PICNIC
SUNDAY AFTERNOON, SEPTEMBER 25, 2011
CHRISTIANA FREIGHT STATION



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.

SYNOPSIS OF THE SUMMER, 2011 BOARD OF DIRECTORS' MEETING

The NRHS Board of Directors met in Tacoma, Washington on Friday, June 24, 2011. The meeting was part of the Cascade Rails 2011 NRHS Convention hosted by the Tacoma Chapter.

The Board approved a Strategic Plan that defines areas of opportunity and expansion for the Society for the next three years (and beyond). This plan was the basis for the three-year budget approved in the previous meeting. Vice President Jeff Smith reported on several website and information technology projects that will start rolling out this fall and continue through the next two years, beginning with a new nrhs.com website.

The 2011 Railway Heritage Grants were announced, with a 14 grants awarded for a total of \$38,500. During its 19-year history, the NRHS grants program has awarded 200 grants totaling just under \$500,000.

President Greg Molloy announced that NRHS had been denied participation in the 2011 Combined Federal Campaign (CFC), and no further appeals were planned. This impacts 2012 finances rather than the current year. Fortunately, because of other fundraising activities, the loss of CFC income is less impactful than it would have been in the past. In other financial news, the Board received the 2010 Audit Report. Our IRS form 990 will be filed in July following completion of a review process. Preparations for 2012 dues invoices were reviewed. Timely review and updating of chapter information and membership rosters remains critical for a smooth dues renewal campaign.

Senior Vice President Barry Smith reported that the 2011 RailCamp session was about to start with all 24 spots filled and all participants receiving financial sponsorships.

The Board passed a resolution to define a transitional governance system in anticipation of ratification of new Bylaws. An interim board will serve for a year until the new board of directors is elected, and election of officers will take place in October of 2011 as it has in past years. The Nominating Committee nominated candidates for this 2011-2012 term. All current officers and regional vice presidents were re-nominated except for Vice President-Public Relations (no candidate) and Mountain-Plains Regional Vice President (no candidate following the retirement of Tom Moss).

The Board approved a final report for the 2010 NRHS Convention in Scranton, PA. There were 710 participants in the Cascade Rails 2011 convention in Tacoma, and several events were sold out, including the Stampede Pass train trip. A preliminary flyer is available for the 2012 NRHS Convention in Cedar Rapids, Iowa, and event sales will start this fall. Pre-registration is not required. NRHS expects to develop a proposal for 2013 in time for consideration in October, and options are being investigated for future years. So far all proposals under consideration involve national sponsorship.

NRHS approved sponsorship of a rail and historical tour of Israel in November. Information is posted on nrhs.com. Walter Zullig was appointed manager of this project.

Registration is now open for the 2011 Fall Conference October 28-30 in Wilmington, Delaware, hosted by Wilmington Chapter. The Board approved a 2012 Winter Conference in Williamsburg, Virginia (nationally sponsored) and a 2012 Spring Conference in Richmond, Virginia.

The newest NRHS chapter is the Memphis & Charleston Railroad Chapter in Tuscumbia, Alabama. The Board withdrew the charters of the Oregon Coast Chapter, the Dalsa/Sunset Chapter and the Quebec Central Chapter, all of which have been on Inactive or Suspended status for some time.

A proposal to create a paid executive director position in 2012 was defeated, and budget adjustments proposed to fund that position were neither introduced nor considered. [NRHS Telegraph]



LANCASTER CHAPTER, N.R.H.S. ANNUAL BANQUET

FRIDAY EVENING, NOVEMBER 18, 2011

THE SHADY MAPLE SMORGASBORD

129 TODDY DRIVE, EAST EARL, PA 17519

717-354-8222



PLEASE JOIN US AS WE RETURN TO THE SHADY MAPLE SMORGASBORD FOR ANOTHER WONDERFUL EVENING WITH GREAT FOOD, THE FRIENDSHIP OF YOUR FELLOW CHAPTER MEMBERS AND A TERRIFIC MULTI-MEDIA PROGRAM AS ONLY STEVE BARRY CAN PRESENT. AND DON'T FORGET THE FABULOUS DOOR PRIZES!

SOCIAL HOUR / FULL BUFFET MEAL / DOOR PRIZES

6:00 PM - FELLOWSHIP SOCIAL HOUR

7:00 PM - FULL BUFFET MEAL

FOLLOWED BY A MULTI-MEDIA PROGRAM PRESENTED BY STEVE BARRY, EDITOR OF RAILFAN & RAILROAD MAGAZINE

THE BANQUET COST FOR 2011 IS \$25.00 PER PERSON

TICKETS WILL BE AVAILABLE AT THE OCTOBER 17TH CHAPTER MEMBERSHIP MEETING
OR, YOU MAY MAIL THIS COUPON INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE
ALL TICKET ORDERS MUST BE RECEIVED BY NOVEMBER 4, 2011

✂ _____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

NO. OF SEATS _____ @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$ _____

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

MAIL TO: LANCASTER CHAPTER, N.R.H.S.
TRAVEL TIME TRAVEL AGENCY
1044 NEW HOLLAND AVENUE
LANCASTER, PA 17601

INFORMATION:
TOM SHENK
OFFICE - 717-299-6600 EXT. 504
CELL - 717-314-4448

“INSIDE THE BACK PAGE”
UPCOMING LANCASTER CHAPTER ACTIVITIES

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. CHAPTER MEMBERSHIP MEETING WITH ANNUAL ELECTION OF CHAPTER DIRECTORS FOR 2011-2012. COME OUT AND VOTE - BRING A FRIEND OR TWO!!!



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 or interurbans, this is YOUR show - don't miss it!

NOVEMBER

NOVEMBER 7, 2011 - MONDAY, 7:30 PM - CHAPTER BOARD MEETING. FIRST MEETING OF THE NEW 2011-2012 BOARD

NOVEMBER 18, 2011 - FRIDAY EVENING - ANNUAL CHAPTER BANQUET AT THE SHADY MAPLE SMORGASBORD

We return to the Shady Maple Smorgasbord, one of the Chapter favorites, with a terrific program presented by Steve Barry. Full Buffet meal, fellowship and door prizes round out the evening. See order form in this issue of the *Lancaster Dispatcher*.

DECEMBER

DECEMBER 17, 2011 - SATURDAY, 3:00 PM - CHRISTIANA FREIGHT STATION. HOLIDAY OPEN HOUSE

The Christiana Lions Club will have Santa for the area children and families. Everyone is invited. Saturday night Hay Rides to see the Christiana Christmas displays - a fun-filled evening for the entire family!

DECEMBER 18, 2011 - SUNDAY, 1:00 PM - CHRISTIANA FREIGHT STATION

Doors open at 1:00 PM with our Regular Chapter Membership Meeting at 2:00 PM, followed by our Annual Chapter Christmas Party. Please bring cookies, snacks or a covered dish to share. There's no better way to get into the festive holiday spirit!

CHAPLAIN CONTACT INFORMATION:

Doris Geesey

Phone: 717-347-7637

Email: rscooter2@comcast.net

Please keep our Chaplain informed of member news. All news is important!



SEPTEMBER 11, 2001 - LET US NEVER FORGET!

LANCASTER CHAPTER BOARD of DIRECTORS

PRESIDENT:	TOM SHENK	717-560-1186
1ST VICE PRESIDENT:	FRED KURTZ	717-625-1204
2ND VICE PRESIDENT:	GLENN KENDIG	610-593-6313
SECRETARY:	DONETTA EBERLY	717-866-5514
TREASURER:	LEORA KENNEL	610-593-6592
EDITOR:	ED MAYOVER	302-834-3662
HISTORIAN:	EVAN RUSSELL	610-269-7054
CHAPLAIN:	DORIS GEESEY	717-347-7637
1ST DIRECTOR:	CINDY KENDIG	610-593-6313
2ND DIRECTOR:	TOM McMASTER	717-274-5325
NATIONAL DIRECTOR:	HAROLD SHAAK	717-484-4020

MEMBERSHIP MEETING NOTICE

THE ANNUAL PICNIC OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON SUNDAY AFTERNOON, SEPTEMBER 25, 2011 - CHAPTER BOARD MEETING AT 3:00 P.M. FOLLOWED BY THE PICNIC AT 4:00 P.M.

**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

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

Forwarding and Address Correction Requested

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**LANCASTER CHAPTER, N.R.H.S.
10 RAILROAD AVENUE
CHRISTIANA, PA 17509-1416**